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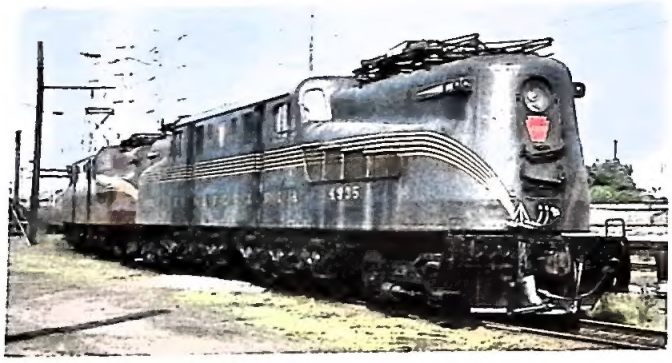

"BIG RED," The Jersey G, emerged from N.J. Transit's ex-CNJ Raritan paint shop on June 1, 1981, in authentic PRR Tuscan red livery, as shown at twilight that same day at South Amboy. On June 5 red 4877 posed with retired 4935 at Wilmington, Del. See pages 48 and 61.

Railnews

EKTACHROME: GUY CHARTRAND

KODACHROME: DARRELL LAND

COLORFUL EVIDENCE of the GTW/DT&I merger is the new paint scheme on DT&I GP35 355 at Springfield, Ohio, on May 23. VIA Rail Canada was testing its first LRC at St. Lambert, Que., on April 19. The D&H has been producing some interesting paint schemes; see page 24 for details.

KODACHROME: JIM SHAUGHNESSY

KODACHROME: JACK ARMSTRONG

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From the Publisher's desk: Favorite railroad II

Growing up in West Englewood, New Jersey, I found myself near the four-track main line of the New York Central's "West Shore" line, known today as Conrail's "River Line." In the July issue I discussed some of the typical traffic, but, of course, there was always more.

There were also specials, and we'd usually get word of some special movement. There was the New York Central fire train parked at Ridgefield Park, taking part in a firemen's parade in June 1946. In November 1946, NYC L-3 No. 3020 headed south with a trainload of new locomotives for the French National Railroads. Ten days later several trainloads of Ringling Brothers Circus equipment headed westbound behind Mohawks. There were also several Masonic specials, and in July 1948, Mohawk 3048 was parked at West Englewood to pick up the 104th Engineers New Jersey National Guard, all in Pullmans.

The very first NYC diesels we photographed were right after the Big Snow of February 1948 when a westbound 83-car freight was snapped with two F3 A-units on the point. Towards the end of steam, assorted odd classes would be seen, including some Boston & Albany Berkshires, which could be heard some distance away by the odd wheezing noise earning them the nickname "Submarines". Fireman Artie Ogden said many of the crews preferred the Hudsons to the Berkshires in freight service. During the Big Snow, the Central kept the road open by running Pacifics back and forth. Highway traffic was impassable but the trains ran.

The diesel age came fast. On November 11, 1948, the General Motors *Train of Tomorrow* came down off the NYO&W onto West Shore tracks and on to Weehawken. It was the only time I recall dome cars on the West Shore. NYC steam power began a renumbering process as diesels were added to the roster. The Walkill Valley branch received diesels in 1948. My first road switchers at West Englewood were on an eastbound freight on August 25, 1951. The engines were Alco RS3s 8259-8260 in the splendid black scheme with lightning stripes. In January 1952, No. 7006, a Loewy-styled Fairbanks Morse H16-44, rolled through Norwood, a few miles west. Some Erie freights came through when floods blocked the Erie main line near Port Jervis. Army diesels were de-mothballed following another hurricane and were used on the West Shore. Although the NYO&W had gone all-diesel some years before, the last two West Shore steam engines—both NYC K-11s—headed west, light, on July 16, 1952.

The New York Central was a road I'm glad I knew.

Hal

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cover

Bound for Sacramento and Railfair '81, Southern Pacific *Daylight* GS4 4-8-4 4449 is blazing southward at a mile-a-minute through Corning, Cal., on April 26, 1981, with a passenger special from Portland operated by the SP for the Pacific Northwest Chapter NRHS. On April 29, another SP special was climbing Cold Stream Canyon toward Donner Summit with Union Pacific 4-8-4 8444 and 4-6-6-4 3985 doubleheaded. According to arrangements made in advance for tape recording, the two steamers were working hard upgrade here with the SP diesel helpers dragging along under dynamic brakes to give them more of a load! Kodachromes by Jim Boyd.

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Mudhen by rail

The May 1981 issue contained an error on page 24 under "Steam Happenings." The Rio Grande K27 2-8-2 464 was, indeed, shipped from Knott's Berry Farm, Buena Park, Cal., to Flint, Michigan, but the method of transport was by rail. The Santa Fe originated the load on one of our 232,000-pound capacity flatcars (possibly the ATSF 94659), ran it to Chicago for interchange to the Chessie System for delivery at Flint, Michigan. A small article concerning this move was on page 2 of the March 1981 issue of *The Santa Fe Magazine.*

Let's not give the truckers more credit than they are due.

TED FISK
Williamsville, N.Y.

Stanford, with an "N"

I enjoyed reading Joel Kamisher's "Whistle-stopping" in the May 1981 issue. It's nice to see U.S. passenger trains getting some positive national exposure. The photo on page 32, which shows the campaign train leaving Palo Alto, is particularly appropriate, as that tall tree in the center of the picture is the "Palo Alto" for which the city is named.

By the way, the name of the University is spelled "Stanford," as in Leland Stanford, who was involved in building the transcontinental railroad and who some authors claim drove the golden spike at Promontory Point.

MICHAEL KENNISTON
Stanford University, Cal.

✏ *Some days you just can't win. Author Kamisher had the Stanford name correct, and as I was doing the final proofreading something triggered a bell in my head (maybe the memory of many drives through Stamford, Connecticut), and I decided to check the spelling. With my trusty dictionary listing colleges and universities in my office at the other end of the building, I called upon the editor of* Creative Crafts *in the adjacent office to look it up for me. "Stamford, with an 'M,'" she replied. So I then dutifully went through the pasted-up article with a knife and stripped in the "correct" M's. A couple of days after the issue had gone to press, that "M or N" kept bothering me, and I looked it up myself. Horrors. You know the rest. Going back to the* Creative Crafts *office, neither the editor nor I could find the source she'd looked up that gave the wrong information! As I say, some days you just can't win*—J.B.

PSRMA Car 1509

In your May '81 issue, the article "Whistle-stopping" by Joel Kamisher mentioned ex-Santa Fe cafe observation car 1509 as now belonging to California Southern Railway Museum. I'm happy to say they don't own it.

In 1974 the Pacific Southwest Railway Museum Association, Inc. of San Diego, California, a non-profit group with a membership of over 900 and growing daily, bought the car at scrapper's price. Many volunteers spent the next five years totaly restoring 1509. In 1980 it was used on three museum-sponsored trips to Las Vegas from San Diego via Amtrak and has made over 20 other museum-sponsored trips as well as being chartered out to various groups who enjoy traveling in old-fashioned luxury.

When 1509 is not chartered it is on display at the Embarcadaro across from the famed *Star of India* sailing ship in San Diego. On display with the 1509 is a car used by Franklin D. Roosevelt in 1935 on his second campaign trip; it is the *Robert Peary*, a Pullman-built private car. Like the 1509, it is chartered out regularly.

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ROY L. PICKERING
Lakeside, Cal.

GWWD

Rodger Letourneau's "GWWD: Manitoba's Uncommon Carrier" in the May 1981 issue was one fine piece of railroad writing. He shared his experiences with us without burdening us with too many opinions. His writing, while fact-filled, was very mood-evoking. He applied the phrase, "the simple beauty of it all" to the night-time train ride back to Winnipeg. I think that phrase fits the story also. Well done, Mr. Letourneau.

JERRY MART
Hopkinsville, Ky.

The May 1981 R&R strikes me as both the most interesting *and* the best written issue since I began reading RAILFAN. Singling one article isn't really fair, but Rodger Letourneau has a particularly sparkling way with words! I hope to read more from all four authors.

CLARK SUDDUTH
Baton Rouge, La.

I'd like to note a few errors in the GWWD article before the nit-pickers get to me. On page 55 the caption between the photos should read "... rock train #1 at Hadashville and #2 at Mile 74 (I was *riding* #3)." In the text on page 55, the accident story took place *sometime* in the 1920s, not necessarily 1928. On page 54, the text should have Brill car which was originally numbered 1 becoming 32, and the Mack car, originally numbered 2, becoming 31.

RODGER LETOURNEAU
St. Constant, Que.

L&N's U25Bs

In the May 1981 issue, Hal Reiser states in his article, "The U-boats of DeCoursey," that L&N's U25B's "were taken out of road freight service and assigned to DeCoursey transfer work in early 1973." Obviously some have strayed from home. Recently, I photographed L&N U25B 1604 at Bowling Green, Ky. This unit was leading the return trip of the Louisville-Bowling Green turnaround train on November 17, 1980. Since then, I have photographed yet another "classic" U25B in Bowling Green. On April 30, 1981, I caught southbound 1602 about to take the siding next to Western Kentucky University. The U25B, with its small consist of a boxcar and a caboose, was heading toward Memphis Junction. The next morning,

I spotted 1602 pulling (long-hood forward) a train en route to Louisville. Hopefully, more of these U-boats will wander away from DeCoursey to be seen on the main line.

STEVEN D JOHNSON
Hopkinsville, Ky.

I'd like to correct a couple of quick points in Hal Reiser's L&N U-Boat article. N&W's yard is Clare, not Claire, and the downtown piggyback terminal belongs to the Southern, not CUT. Incidentally, the N&W is talking of closing Clare Yard and moving to the Southern yard at Gest Street.

ED R. LONG
Richmond, Ind.

Coast to Coast

Scott Hartley's article "Coast to Coast" in the May issue offers insights quite typical of rail travel in the 1980s. However, I do take strong exception with one point concerning food served on the *Rio Grande Zephyr*. Where does Scott get off proclaiming ". . . the RGZ food isn't as good as Amtrak's . . ." after he ordered a *hamburger*? Come on, Scott, did you ever hear of a restaurant reviewer judging the quality of food after eating a *hamburger*?

Almost all veteran RGZ riders would join me in rating the Rio Grande's meals far above AmBurgers. The sliced chicken sandwich is real sliced chicken breast, not from a chicken-roll. The B.L.T. is so thick and meaty that it's almost hard to eat. Amtrak's come a long way, but it still doesn't hold a candle to food served on the *Silver Banquet*.

GARY ALTSCHULER
Madison, N.J.

I enjoyed Scott Hartley's article, "Coast to Coast," in your May issue. However, I was quite surprised at his comments on the food quality on the *Rio Grande Zephyr*. I have ridden the *Zephyr* 15 times since its inception in 1970, and the dining car has always been the highlight of the trip. The food has always been of excellent quality and the service unsurpassed. Mr. Hartley must have ridden the train on a bad day, as his remarks are the first negative comments I have ever heard about the dining car on the RGZ. I would have to say the *Zephyr* has a four star diner, and I think if Mr. Hartley would ride again he would agree.

HUGH K. WILSON
Lakewood, Col.

Anyone who comes up with 51 gripes in one trip ought to stay home.

HAP HALLIGAN
Mankato, Minn.

Scott Hartley's "Coast to Coast" brought back fond memories of last summer, as I rode almost coast to coast myself via SEPTA 348, Amtrak's *Broadway Limited, Empire Builder, Pioneer* and *San Francisco Zephyr*. Except for the *Zephyr's* broken air conditioning and the *Broadway* dying both ways (it was eight hours late returning), it was a great trip, complete with backpacking in Glacier and sightseeing in Seattle, Auburn and Ogden. I still wish I would have ridden the Rio Grande, though.

In reference to Scott's diner experience, my T-shirt and blue jeans seemed to scare off the ties!

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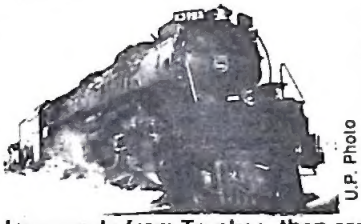
U.P. Photo

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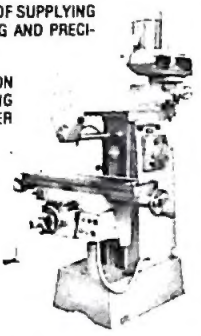

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Many thanks must go to Scott Hartley's article about his rail journey. It was with something similar in mind that I made my first visit to the U.S.A. in May 1980. I traveled Amtrak throughout and found it most interesting and relaxing—surely the best way to see the U.S.A.

My journey commenced in New York with the "HEP" *Broadway* to Chicago, where I spent three nights (including a visit to EMD at LaGrange—fantastic!), and then took the *Panama Limited* to New Orleans, arriving three hours late. After four days in New Orleans—a beautiful place with wonderful railroad experiences, especially on the Southern Ry.—I traveled to Los Angeles on the *Sunset Limited*. This was wonderful, with the bayous of Louisiana and East Texas, Houston, the desert, continental divide and then Southern California. It was truly the journey of a lifetime and an ambition realized.

I have traveled many thousand of miles on the European railways and have enjoyed all of them. I think that Amtrak's trains of today are very good, particularly in terms of accomodations, although they suffer from slower speeds than their European cousins, and punctuality leaves a lot to be desired. It was very encouraging, however, to see that many Americans had taken the initiative to go back to riding trains, and in many cases a lot of them were, in fact, making their first "break" from the automobile—this, I find, is a very healthy sign in a country where gasoline is less than half the price that I have to pay!

I am an employee of British Rail, and I suppose that I take a "railway man's" view of most things, but that aside I would heartily recommend that more American railfans give themselves a break and give Amtrak a try. I'm sure they'll enjoy it.

JOHN D. MEDLEY
Warmsworth, Doncaster
England

The F&C

I loved the old *Railroad* Magazine and like R&R even better. Joe Easley's "Not in the Wheel Report" is great, but I wonder if you could get back some of the old "Fiddletown & Copperopolis" drawings that *Railroad* used to run. I used to have a book of them, many years ago, but somehow in moves we got separated. I wonder if anyone else remembers the F&C and just might have a copy of the book.

JOHN J. GULICK III
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⇐ *We are unable to reprint Carl Fallberg's delightful "Fiddletown & Copperopolis" because he retained the rights for reprint which resulted in the now-collectors-item book you mention.*

CM&N colors

In reference to the May 1981 RAILNEWS coverage of the Chicago, Madison & Northern color scheme, you state that they reflect the flavor of the CGW, while I prefer to think of them as being reminiscent of the GM&O. Being an ex-Illinoisian, I would think you would agree. Of course, maybe I'm prejudiced.

BILL WYLDE, President
GM&O Historical Society
Carbondale, Ill.

⇐ *I was just repeating what the owners of the locomotive were saying, but they acknowledge that their choice of colors was influenced by both the CGW and GM&O–J.B.*

Wide angles

I found your January '81 CAMERA BAG on the 24mm lens especially interesting. I have been using a 24mm Nikkor on my Nikons for nearly ten years, with excellent results.

There are a couple of comments I would add to yours. First of all, the "keystoning" problem exists with all lenses, no matter what the focal length. The wider the field of view, the more exaggerated the perspective distortion. Because of its extreme width, 84° for the Nikkor on a 35mm body, the problem is more acute.

Secondly, the extreme width of the 24mm lens can actually help solve the keystoning problem. With a "longer" wide-angle lens, say a 28mm or the common 35mm, it is usually necessary to point the camera up somewhat to get in all of the subject. This, as you correctly point out, causes vertical conversion. With the 24mm lens, it is often possible to shoot the same subject as a vertical shot, with the camera back vertical. The subject would then fill perhaps half the

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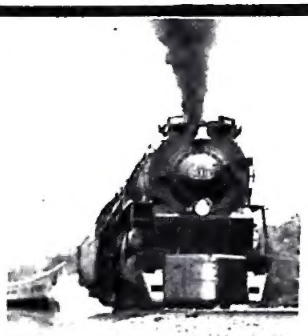

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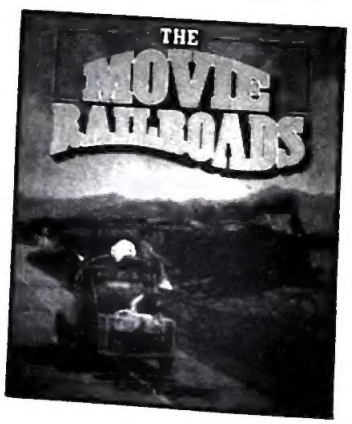
Mid showers of sparks, billowing smoke and the thunder of steam, the noble iron horse surges into view while Hollywood's eager cameras recapture for audiences around the world the excitement and drama of railroading's Golden Age.

Who can forget those stirring sagas of the shining rails—*The Great Train Robbery, The General, Union Pacific, How the West Was Won, High Noon* and countless others! The Movie Railroads takes you on location to California's Mother Lode, the plains of Texas and Arizona, and snowy mountain passes of the great Northwest. Discover the special tricks, techniques and problems of railroad film production. Meet the actors—John Wayne, Jimmy Stewart, Buster Keaton, Joel McCrea, Clint Eastwood and a host of others. Go behind the scenes for a look at some of the hair-raising episodes, narrow escapes, and hilarious anecdotes that were part of the landmark films starring the iron horse.



Rail and film historian Larry Jensen spent years of research, interviewed scores of actors, directors, technicians and railroaders to compile the data and photos for this unique book. It includes movie lists, casts, rail equipment rosters, location maps, promotional posters and over 350 action-packed photos.

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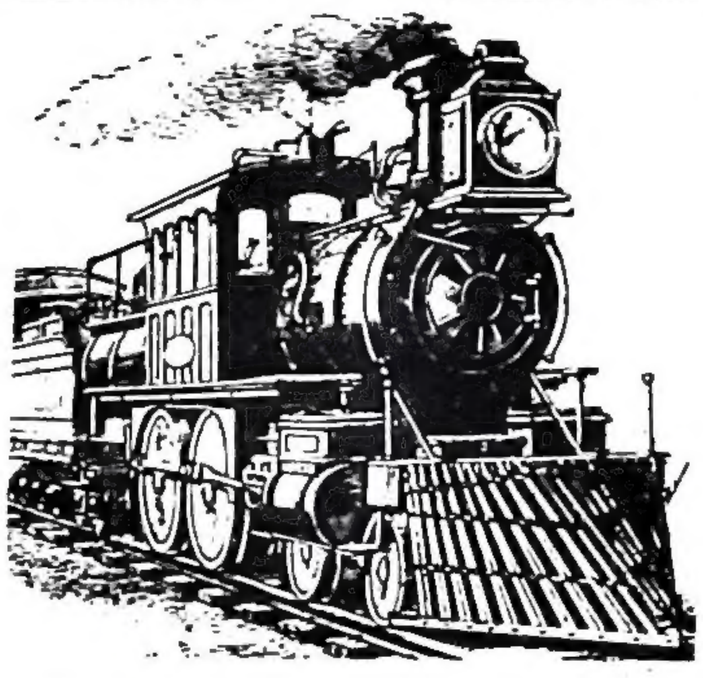

WASHINGTON, D.C. Armory. Balt./Wash. Parkway south, exit at 295, Kennilworth Ave., exit for "Downtown Washington" and follow signs.
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Nov. 28/29 - 11-5 Jan. 16/17 - Tentative

BOSTON: Northeast Trade Center. Route 128, Exit 39, then follow signs.
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ADMISSION: $3.00 per day. Children under 12 admitted free with adult.

TABLES: if available, $15.00 for one day shows; $30.00 for two days shows.

INFORMATION: Lois Barger 301-997-3056.

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frame, the bottom half in fact, but the verticals would be true. It would be most unusual to have an unacceptable quality loss from using only half the negative.

Finally, keystoning or not, the 24mm lens has often meant getting the shot, period. I would rather have the negative, distortions and all, than to miss the opportunity because I couldn't back through the wall on the other side of the street. In close quarters, the very short lens can make a very long difference. Incidentally, some of the keystoning can be corrected in printing, if you do your own or use a custom lab.

ED STEINBERG
White Plains, N.Y.

I enjoyed your CAMERA BAG on the 24mm lens. I discovered the 24mm early in 1980, and I personally believe it has opened a whole new world of photography for me. I was from the old gang that believed a wide angle should only be used to get a shot in a tight location. Not any more! The use of these lenses allows one to be far more creative in his photography than ever imagined. It is also a wonderful opportunity to broaden one's "range" of photos and to get away from "telephoto-itis" that many of us suffer with. I am so impressed with the 24mm that I have ordered a similar lens for my Pentax 6x7.

JOE McMILLAN
Woodridge, Ill.

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar issue.

RAILFAN EVENTS

CHESSIE SYSTEM: Schedule for Chessie's Safety Express "Operation Lifesaver" public excusions powered by C&O J3a 4-8-4 614. Added attraction for 1981 is former-Milwaukee Road "Super Dome" lounge car.

There are no trips scheduled between July 13 and September 11. **September 12,** Cumberland to Terra Alta (17-Mile Grade) round trip; Sept. 13, Cumberland to Somerset, Pa., (Sand Patch Grade) round trip; **Sept. 19,** Cumberland to Brunswick ferry; **Sept. 20,** Silver Spring to Philadelphia round trip; **Sept. 26,** Baltimore to Harpers Ferry and Martinsburg round trip via Old Main Line; **Sept. 27,** Baltimore to Harpers Ferry and Martinsburg round trip via Silver Spring.

October 3, Baltimore to Harpers Ferry and Martinsburg going via Old Main Line and returning via Silver Spring. **Oct. 4,** Baltimore to Richmond, Va., ferry; **Oct. 10, 11,** Richmond to Balcony Falls round trip each day; **Oct. 16,** Newport News to Richmond (C&O Centennial and Yorktown Bicentennial Celebration) round trip; **Oct. 24, 25, 31** and **Nov. 1,** Huntington to Hinton, W. VA., round trips each.

Round trip fares for either open-window or air conditioned cars are $33 for adults and $25 for children under 12. Children under 5 who do not occupy seat ride free. Premium service accommodations in dome-lounge, parlor and observation-lounge cars, which include complimentary light meals, are $60 per seat. One-way ferry trips are $20 adults, $15 children and $40 premium. Coach fares will be quoted between intermediate stations on one-way ferry moves.

For ticket information, contact: Safety Express, Box CJ, 2 N. Charles St., Baltimore, MD 21201, or local sponsoring groups.

SOUTHERN RAILWAY, 9181 Excursion Schedule. Some changes have been made from the previously published schedule due to 2-8-2 4501 being withdrawn from service

due to mechanical work. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See coded listing at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Engine 2716 is ex-C&O 2-8-4 and FP7s are green and gold diesels.

August 1,2, FP7s Richmond to Keysville, Va., and return each day (ODC). **Aug. 9,** FP7s Raleigh to Chocowinity, N.C., and return (ECC). **Aug. 15,** FP7s Winston Salem to Asheville, N.C., and return (WSC). **September 1-2,** NRHS Convention Special, FP7s Alexandria, Va., to Oakdale, Tenn., one way, continuing with 2716 to Louisville, Ky., one way (RCN); **Sept. 5,** 2716 Louisville, Ky., to Nashville, Tenn., and return via L&N (NCS). **Sept. 7,** 2716 Louisville to Huntingburg, Ind., and return (NCS). **Sept. 12, 13,** 2716 Huntingburg, Ind., to Harrodsburg, Ky., and return each day (MCH); **Sept. 18-19,** 2716 two-day trip Lexington, Ky. to Chattanooga Choo-Choo and return, overnight at Chattanooga Choo-Choo (BRM). **Sept. 26, 27,** 2716 Cincinnati, Oh., to Danville, Ky., and return each day (CRC).

October 3, 4, 2716 Knoxville, Tenn., to Asheville, N.C., and return each day (OSM). **Oct. 10, 11,** 2716 Asheville to Bulls Gap, Tenn., and return each day (AVC). **Oct. 17, 18, 24, 25,** 2716 Chattanooga to Crossville, Tenn., and return each day (TVRM). **Oct. 31, Nov. 1, 7, 8,** 2716 Atlanta to Toccoa, Ga., and return each day (ACN). **Nov. 14, 15,** 2716 Birmingham to Opelika, Ala., and return each day (HOD)

The sponsoring organizations are: (ODC) Old Dominion chapter NRHS P.O. Box 8583, Richmond, VA 23226; (ECC) East Carolina Chapter NRHS, Caboose 5228, Farmville, NC 27628; (WSC) Winston-Salem Chapter NRHS P.O. Box 11321, Winston-Salem, NC 27106; (RCN) Roanoke Chapter NRHS, P.O. Box 1322, Roanoke, VA 24032; (NCS) Convention Special, Wm F. Mayer, 4027 Busath Ave., Louisville, KY 40218; (MCH) Mayor's Committee of Huntingburg, P.O. Box 10, Huntingburg, IN 47542; (BRM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (CRC) Cincinnati R.R. Club, P.O. Box 42213, Cincinnati, OH 45242; (OSM) Old Smoky Ry. Museum, P.O. Box 601, Knoxville, TN 37901; (AVC) Asheville Civitan, C.W. Loftin, P.O. Box 7146, Asheville, NC 28807; (TVRM) Tennessee Valley R.R. Museum, P.O. Box 5263, Cattanooga, TN 37406; (ACN) Atlanta Chapter NRHS, 1844 West Rugby, College Park, GA 30337; (HOD), Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201.

CUYAHOGA VALLEY LINE, Cleveland, Ohio, 1981 Season. CVL will operate ex-GTW USRA Mikado 4070 Cleveland to Akron and return each Saturday and Sunday through October. Departs Granger Road 11:00 a.m. and returns 5:00 p.m. Adult fare $11.00. For details on childrens and intermediate fares contact Cuyahoga Valley Line, P.O. Box 49, Peninsula, OH 44264, or call Cleveland 216/468-0797 or Akron 216/657-2474.

OTTAWA, ONTARIO, National Museum of Science & Technology. Ex-CPR G5 4-6-2 1201 runs Ottawa to Wakefield, Ont., and return every Wednesday and Sunday through September 6 plus fall trips on October 11 and 12. Special longer trip to Maniwaki on October 4. Beautiful train and interesting scenery. Contact: National Museum of Science & Technology, 1867 St. Laurent Blvd., Ottawa, Ont., Canada K1A 0M8; 613/998-4566.

HONESDALE, PENNSYLVANIA, August 1 and 2. Summer Sun Excursions on the Lackawaxen & Stourbridge Railroad from Honesdale to Lackawaxen with Alco RS3 diesel. Tentative departure times, 9:00 a.m. and 2:00 p.m. Round trip fares $8.50 for individuals or $7.50 each in groups of three or more. Contact: Wayne County Chamber of Commerce, 865 Main St., Honesdale, PA 18431; 717/253-1960.

LOUISVILLE, KENTUCKY, September 3-7, 1981 National Convention of the NRHS headquartered at The Galt House. Excursions anticipated include Southern Railway ex-C&O 2-8-4 2716, KRM's Monon BL2, ICG to Ft. Knox and *Belle of Louisville* riverboat. Roanoke Chapter to operate convention special from Alexandria, Va., to Lousiville and return using SR 2-8-4 2716 for a portion of the run. For details contact: William F. Mayer, Asst. Nat't Secretary, 4027 Busath Ave., Louisville, KY 40218. For information on Alexandria-Louisville special train, contact: Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032.

MOUNT PLEASANT, IOWA, September 4-7. Midwest Old Threshers Annual Steam Engine Reunion with operation of 3-foot gauge railroad and a huge gathering of steam traction and farm equipment plus live bluegrass. Contact: Midwest Central Railroad, Box 102, Mt. Pleasant, IA 52641; 319/385-2912.

CHULA VISTA, CALIFORNIA, September 5-7. Chula Vista Live Steamers Fall Meet at their 7½" gauge tracks in Rohr Park. Live steam equipment will be displayed and operating, with night running planned for 5th and 6th. Contact: Ace Wischstadt, Business Mgr., 752 Elder Ave., Chula Vista, CA 92010; 714/422-3175.

ROANOKE, VIRGINIA, September 5-7. Regional Live Steam Meet at the Roanoke Transportation Museum, sponsored by the Blue Ridge Live Steamers; includes both 1" and 1-1/2" scale engines and cars. Morse telegraphy demonstrations. Contact: Roanoke Transportation Museum, 802 Wiley Drive, Roanoke, VA 24015; 703/342-5670.

NORTH CONWAY, NEW HAMPSHIRE, September 19. Annual Railfan's Day at Conway Scenic Railraod. Day-long activities include double-header steam trains, passenger trains in two sections, steam and diesel powered freight trains. Photo runs on 3.25% main line grade. Ride in 1897 Pullman parlor observation. Extra train to Intervale, N.H., over seldom-used trackage. Model railroad open house and other special exhibits. Slides and movies in stall four of active roundhouse. Flea market. No admission charge, regular fares apply on each train ride. For full details send SSAE to Conway Scenic Railroad, P.O. Box 947, North Conway, NH 03860. 603/356-5251.

BELLOWS FALLS, VERMONT, October 24-25. Steamtown Railfan Weekend with steam operation, steam "diorama" set-ups and special attractions plus night photo session. Contact: Steamtown U.S.A., P.O. Box 71, Bellows Falls, VT 05101; 802/463-3937

INTERNATIONAL TOURS

RAILWAY HERITAGE TOUR Two 15-day tours leaving August 8 and 22 for the best of preserved steam in England: Main Line Steam Trust, Severn Valley, Crich Tramway Museum, North Yorkshire Moors, Keighley & Worth, Ravenglass & Eskdale, Carnforth, Snowdon, Llanberis, Festiniog, Corris, Talyllyn, Fairbourne, Rheidol, and Welshpool Rwys plus museums and historic sights. $1245 per person double occup. from London. Sunday River Tours agent for Railway Travel & Photography, P.O. Box 565 Concord, MA 01742.

WESTERN EUROPEAN RAIL MUSEUMS August 9-23, 1981: The best in steam and traction operations in Holland, W. Germany, Switzerland and France. Special movements to be operated for tour group where permissable. Visit many cosmopolitan cities (most with streetcars). Transportation will be by train and bus where necessary. $1850 per person sharing twin rooms in deluxe hotels, fully escourted, including breakfast daily from New York. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180 (703) 356-8186.

SOUTH AFRICA September 11-23, 1981 and October 16-28, 1981: Two special steam powered (with many different classes) trains operating with new itineraries to Jo'burg, Bloemfontein, Aliwal North North-Barkly East, Graaf-Reinet, Oudtshoorn, George-Knysna, Cape Town, De Aar, Kimberly and Klerksdorp. Price including APEX air from New York, Transfers, Hotel in Jo'Burg, berth in triple room on train, most meals, and porterage $1925 per person. Optional extensions available to Zimbabwe for Garratts, and to game parks. Detailed folder available from: Rail Study Tours International, 164 Maple Avenue East, Vienna, VA 22180; 703/356-8186.

BRASIL September 19 - October 4, 1981: See the best of Brasilian steam in action including 2'6" V.F.C.O., Dona Theresa Christina, Campos sugar railroads, The unique Santos-Jundiai steam cable ry., and Perus-Pirapora cement line. Visit streetcar, traction and subway operations in Rio, Sao Paolo and Santos areas. Optional week extension to ride Sao Francisco River (ex-Mississippi River) paddle wheel steamer. Basic tour price $1275 from Miami, share twin room basis. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180 (703) 356-8186.

SWITZERLAND September 25-29. The most dramatic of all the Swiss railways in the central part of the country. Meter gauge Brunig rack line to Brienz, steam Rothorn rack near Spiez, the Lotschberg-Simplon line to Brig (1800 ft. climb in 19 miles), the Furka-Oberalp R.R., the Vitznau-Rigi, Zermatt and Arth Goldau rack railways. All flights, twin rooms & breakfasts, Swiss rail pass. $532 from London, single suppl. $40. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

SOUTH CHINA October 4-25. New itinerary. Shanghai to Hong Kong via Suchow, Nanking, Cheng Chou, Wuhan and Canton. Linesiding, riding, visits to locomotive workshops, marshalling yards plus some sightseeing. All inclusive meals, air, rail and transfers. Negotiations to visit at least one industrial railway underway. $2970 from London, $2120 from Hong Kong sharing twin. Sunday River Tours agent for Railway Travel & Photography, P.O. Box 565, Concord, MA 01742.

JAPAN TRACTION November 1-21, 1981: See, ride and photograph a selection from the vast electric railway networks on three Japanese islands. See street railways, vintage 1925 American style; country trolley lines; heavy interurbans; subways; mountain rack and cable lines; JNR main line including Shinkansen "Bullet" train; even an odd trolleybus in a mountain tunnel. Most travel by train. Price approx. $2100 including air from San Francisco per person share twin room. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180, 703/356-8186.

INDIA November 14 - December 6, 1981: Comprehensive tour will stress railroad operations in various scenic settings. Visit Delhi, Agra, Jaipur, Udaipur, Vadadora, Dabhoi Jct, Bombay, Neral-Matheran Hill Ry., Madras, Ooty & Nilgiris rack line, Souther Ry. meter gauge, Calcutta, Varanasi/Banares. Optional extensions available to Darjeeling and Nepal. Fly Pan Am from New York. Basic tour cost $2795 per person, share twin room. Detailed folder available from: Rail Study Tours International, 164 Maple Ave. E., Vienna, VA 22180 (703) 356-8186.

SOUTH AMERICA November 21, 1981 for three weeks. Plans not yet final. Will include in Brazil: VFCO, Sao Paulo incline and 2-10-4's at Tubarao, Paraguay, Rio Gallegos, and Esquel in Argentina. Southern Chile and Ecuador.

TRAIN TRIPS
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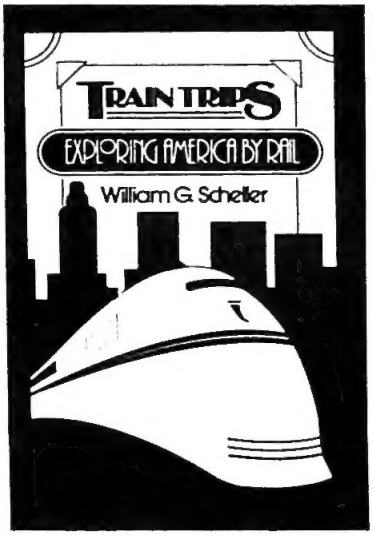

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Mallet may be steamed at Tubarao due to increased traffic. Some diesel trains have reverted to steam in Chile. Includes all air fares, twin beds and breakfast plus cars for linesiding. Approx. $2375 from Rio. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

INDIA November 21-December 13, 1981. Our annual in-depth study for the ardent railfan. Bombay, Madras, Nagpur and Vadodora. Will include Matheran Hill Rwy., Miraj, Daund Jct., Nagpur, Secundrabad meter gauge, Bombay Port Rwy., Bhadravati Industrial Rwy; plus Bangalore-Mysore main line and the narrow gauge Dabhoi and Johnsi systems. All economy air and first class rail, twin hotels and breakfast. $2115 from London, $1450 from Bombay. Sunday River Tours, Box 565, Concord, MA 01742, agent for Railway Travel & Photography.

SOUTH AMERICA Nov. 28 for three weeks. Will include Brazil: VFCO, Sao Paulo incline, 2-10-4s at Tubarao, Paraguay. Rio Gallegos and Esquel in Argentina. Southern Chile and Ecuador. Mallet may be steamed at Tubarao. Some former diesel runs in Chile now back in steam. Incls. all air fares, twin beds, and breakfast plus cars for linesiding. Approx. $2300 from Rio. Sunday River Tours agent for Railway Travel & Photography, P.O. Box 565, Concord, MA 01742.

INDIA Nov. 21 to Dec. 13. Our annual in depth study for the ardent railfan. Bombay, Madras, Nagpur, Vadodara. Will include the Materan Hill Rwy, Miraj, Daund Jct., Nagpur, Secundabad meter gauge, Bombay Port Rwy, Bhadravati Industrial Rwy, plus Bangalore-Mysore mainline and the narrow gauge Dabhoi and Jahnsi systems. All economy air and first class rail, twin beds, breakfasts. $2070 from London. $1420 from Bombay Sunday River Tours agent for Rail Travel & Photography, Box 565, Concord, MA 01742.

NORTH CHINA Nov. 23 to Dec. 13. Across the North China plain from Peking to Shanghai with a circle thru the hill country to the West, visiting Datong, Taiyuan, Jinan, Nanking and Suchow. Plenty of lineside photography with visits to locomotive building plants, maintenance facilities and classification yards. Industrial coal line included plus opportunities for sightseeing if desired. All inclusive meals, air, rail and transfers $2970 from London, $2120 from Hong Kong sharing twin. Sunday River Tours agent for Railway Travel & photography, P.O. Box 565, Concord, MA 01742.

CUBA Winter 1982 Program: Our fourth season of rail tours to Cuba will again concentrate on sugar railroad steam action including the best of the systems seen before as well as ones previously unknown. Examine the fabulous Hershey Cuban Interurban, main line railraods and industrials. linesiding will be featured along with shed and workshop visits and a small amount of sightseeing. 8 and 12 day programs will be offered. Detailed folder available from: Rail Study Tours International, 164 Maple Avenue East, Vienna, VA 22180: 703/356-8186.

SOUTH AMERICA Andean Railway Adventure, February 6-27, 1982: Travel on some of the most spectacular railroads in the world crossing the Andies on four different routes in Ecuador, Peru, Bolivia, Chile and Argentina. Visit the G&Q with fantastic steam mountain action, The Central of Peru, Cuzco and Machu Pichu, Southern Ry. to Puno, Lake Titicaca, La Paz, Arica-La Paz Ry, Tocopilla al Toco, Antofagasta and C-14 line to Tucuman. There will be many opportunities for sightseeing enroute. $2195 from Miami, share twin room basis. Detailed folder available from: Rail Study Tours International, 164 Maple Avenue East, Vienna, VA 22180; 703/356-8186.

RAILROADIANA MEETS

AUSTINTOWN, OHIO, August 9. Fifth Annual Railroadiana Show & Sale. Over 100 tables of railroadiana items for sale. Austintown Fitch High School, Austintown, near Youngstown. For info send large SSAE to: Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703/536-2954.

ROANOKE, VIRGINIA, August 15-16. Extensive railroad timetable collection display and special Amtrak and Urban Mass Transit exhibits at Roanoke Transportation Museum. Take photo safari to rail locations in Roanoke Valley. Hands Handcar races. See movie "Rails Across the Summit." Contact: Roanoke Transportation Museum, 802 Wiley Dr., Roanoke, VA 24015; 703/342-5670.

BUFFALO, NEW YORK, Aug. 30: Buffalo Railroadiana & Toy Train Show at Buffalo Marriott Inn; 1340 Millersport Highway/Route 263 jct. I-290; 10:00 a.m. to 5:00 p.m.; dealer tables $10; adults $1.50, family $2, children under 12, 50 cents; for table contracts and room reservations contact: Hugh Guillaume, Western New York Railway Historical Society, Box 416, Buffalo NY 14221; 716/836-6636.

BALTIMORE, MARYLAND, September 5-6. "Greenberg's Great Train and Miniature Show" with model trains, railroadiana, railroad historical associations, movies, doll houses and miniatures. Baltimore Convention Center, Charles and Pratt Sts. near Harbor Place. Admission $3.00, tables $30.00. Contact: Bruce Greenberg, 729 Oklahoma Road, Sykesville, MD 21784; 301/997-3056.

DEPEW, NEW YORK, Sept. 13. Toy Train Collectors Society Train Show, Sale & Swap Meet and Hearthstone Manor, 333 Dick Road, Depew (near Buffalo), 11:00 a.m. to 4:30

p.m.; admission $1, kids 50¢. Contact: Raymond Baer, 110 Princeton Ct., Cheektowaga, NY 14225; 716/632-4918.

ALBANY, NEW YORK, October 11: Capitaland Train Meet at Polish Community Center, Washington, Ave Ext 10:00 a.m. to 4:00 p m Tables $8.50 ($10.00 at door). Admission: Adults $1.50, Children 75¢. Contact: Len Walter, PO Box 3300, Schenectady NY 12303 508/372-9124

CRANFORD, NEW JERSEY, October 11. Railroad Antique Show, 10:00 a.m to 5:00 p.m. at the Coachman Inn, Exit 135 Garden State Parkway. For dealer information, contact: B&W Promotions, 35 Nordhoff Pl., Englewood, NJ 07631.

DEARBORN, MICHIGAN, October 25. The Redford Model Railroad Club presents "Trainorama '81" Sell and swap railroadiana and model railroad equipment Railfan films and operating layouts featured Edsel Ford High School, 20601 Rotunda Dr. between Oakwood Blvd and Outer Dr. 10:00 a.m. to 5.00 p.m. Admission $1.00 per person or $2.50 per family. Contact Larry Wotohon, 22439 Olmstead, Dearborn, MI 48124; 313/277-2536 (evenings)

FLORISSANT, MISSOURI, October 31. McDonnell Douglas Railroad Club "Railroad Show and Swap Meet," 9:00 a.m. to 3.00 p.m. at Cross Keys Shopping Center Mall, New Halls Ferry and Lindberg Blvd. Free admission. Advance space $4.00, at door $6 00 Contact Lonnie Boster, 12457 Larkwood, Creve Coeur, MO 63141, 314/434-5980

WASHINGTON, D.C., October 31-November 1. "Greenberg's Great Train and Miniature Show" with model trains, railroadiana, railroad historical associations, movies, doll houses and miniatures at the D.C. Armory. From Washington Beltway 495 in Maryland, take Washington-Baltimore Parkway south, exit for 295-Kenilworth Ave., then take exit marked "Downtown Washington" and follow signs. Admission $3.00, tables $30 00. Contact: Bruce Greenberg, 729 Oklahoma Rd., Sykesville, MD 21784, 301/997-3056.

GAITHERBURG, MARYLAND, November 1. Fourth Annual Gaithersburg Railroadiana Show & Sale. Gaithersburg Fairgrounds. Over 200 tables of railroad items for sale. For information send large SSAE to. Charles Miller, 3106 N. Rochester St., Arlington, VA 22213; 703/536-2954.

SCHENECTADY, NEW YORK, November 1. "Great Train Extravaganza" featuring railroadiana and model railroad sales, operating layouts and historical displays. 10:00 a.m. to 4:00 p.m. at the IUE Hall, 121 Erie Blvd., about three blocks from the Amtrak station. Sponsored by the Upstate Train Associates and the Mohawk & Hudson Chapter NRHS. Adult admission $1.75, children 75¢. For additional information send SSAE to Mohawk & Hudson Chapter NRHS, P.O. Box 523, Schenectady, NY 12301.

INDIANAPOLIS, INDIANA, November 7. First Annual "Crossroads of America Show & Ssle" at the Missions Building Auditorium, 5300 E. Washington St. (U.S. 40) then three blocks south. 10:00 a.m. to 5:00 p.m. Admission donation $1.00. Contact: Larry Woodard, 5447 University Ave., Indianapolis, IN 46219; 317/353-8545.

ORGANIZATIONAL NOTICES

THE RAILROAD HISTORICAL SOCIETY OF MAINE is being formed by a group of rail enthusiasts in the Portland area to encourage interest in contemporary Maine railroading and to preserve historical railroad information and artifacts relating to Maine. Of special interest are Maine Central and Bangor & Aroostook. Contact: The Railroad Historical Society of Maine, P.O. Box 8057, Portland, ME 04104.

TRI-STATE RAILROAD TECHNICAL & HISTORICAL SOCIETY has openings for new members interested in railroads of the Pennsylvania, New Jersey and Delaware area. Meetings second Saturday each month at 7:30 p.m. For information contact: Bob Waller, 411 Oak Terrace, West Reading, PA 19611.

SOO LINE HISTORICAL & TECHNICAL SOCIETY memberships run calendar year and include quarterly magazine "The SOO"; dues are $11 regular and $20 contributing. Contact: Soo Line H&TS, P.O. Box 1126, Manitowoc, WI 54220.

NATIONAL ASSOCIATION OF TIMETABLE COLLECTORS invites your membership; $14 brings two regular publications. New York meeting every 3rd Saturday, St. John's Church, 31st St. and 7th Ave.; 10:00 a.m. to noon. Contact: Tom Coval, 21 E. Robin Rd., Holland, PA 18966.

BURLINGTON ROUTE HISTORICAL SOCIETY publishes their "Burlington Bulletin", a slick paper magazine of CB&Q data and photos. Society shares prototype and modeling data on the CB&Q, C&S and FW&D. Regular membership is $7.50; sustaining $15 or more. Contact: Burlington Route Historical Society, Inc., P.O. Box 196, Bensenville, IL 60106.

ILLINOIS TERMINAL R.R. HISTORICAL SOCIETY St. Louis spring meet date has been changed to June 13-14, to avoid conflict with Chessie's Safety Express schedule. Contact: Robert Trebing, 7428 Rockwood Dr., St. Louis, MO 63123.

ANTHRACITE RAILROADS HISTORICAL SOCIETY has a new address: P.O. Box 119, Bridgeport, PA 19405.

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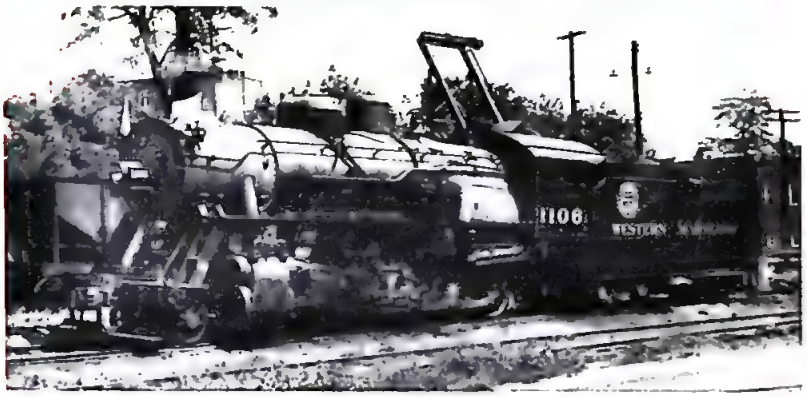

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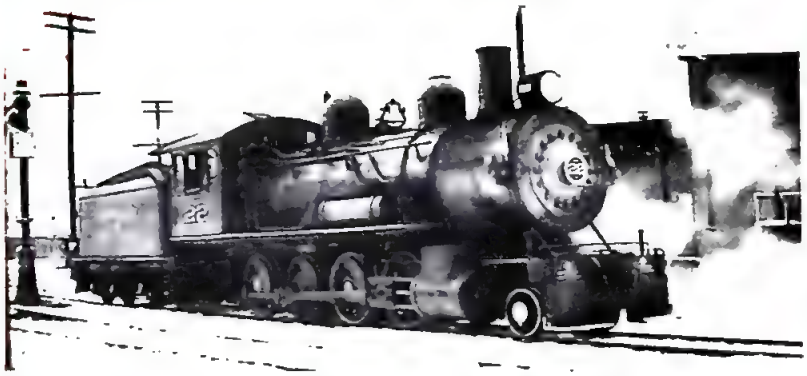

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Calendar Call: 1982

Believe it or not, folks, we've already started to receive 1982 railroad calendars, and once again Carl Sturner of *Audio Visual Designs*, P.O. Box 24, Earlton, NY 12508, takes the Eager Beaver Award for being the first one in with next year's calendar. And what a calendar it is! In full color with bright and crisp reproduction on extremely heavy—almost cardboard—high gloss stock, this 11" x 17" folded-out wall calendar features color photos of B&O's *Cincinnatian* Pacific, Milwaukee Fs, a CV 4-8-2 at speed, the old Albany depot with NYC Es and a D&H PA, NKP 2-8-4 on the TP&W, a Maryland & Delaware RS1 at night, a GN 2-10-2, FEC GP40-2 and GP38-2s, a D&RW 4-6-6-4, WM 2-10-0, MEC directors special with shiny green Geep and a night shot of IC's *Governor's Special*. The price is $4.75 postpaid.

The producer of one of last year's finest calendars, Charles Ditlefsen of *Bo-Tree Productions*, 1137 San Antonio Road, Suite E, Palo Alto, CA 94303, has done it again with "Those Magnificent Trains," an oversized 12" x 24" folded-out wall calendar on heavy gloss-coated stock featuring full color scenes of the *Rio Grande Zephyr*, Pacific Electric "Blimps" at sunset, a PRR K4 at speed, CP Rail *Canadian*, a UP Big Boy on Sherman Hill, The *Chief* on Sullivan's Curve, D&RGW narrow gauge Mike at Lobato Trestle, SP "Black Widow" F's in the Cascades, Amtrak in Pittsburgh, an SP Cab-Forward and a GN F at dawn in Spokane plus Milwaukee box-cab electrics in the snow. The scenes are particularly interesting for their pictorial and color quality. The price is $5.95 postpaid.

Perhaps this is a good time for one note of explanation regarding this annual "Calendar Call" feature. All of the calendars that have been reviewed in this column were inspected first-hand in the R&R office. Most were "review copies" sent to the magazine, while a few were brought in by the editors or authors from outside sources. If you are a manufacturer or hobby organization producing railroad calendars, the only sure way to get your product mentioned is to send a sample to RAILFAN & RAILROAD, P.O. Box 700, Newton, N J 07860, and be sure to include price, postage etc. We will not write reviews from press releases; our receiving a sample gives us an opportunity to comment honestly about reproduction quality and to guarantee to our readers that the calendar is indeed available.

Product News

A new softcover full-color book entitled *A Color Pictorial of Northeastern Railfanning*

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has just been released by N.J. *International*, 22 West Nicholai St., Hicksville, NY 11801. Compiled by Steven Ford and Fred Hart, this 38-page 11" x 8½" book features color photos of the diesel-era LV, CNJ, Reading, L&NE, D&H, EL, NH and others with minimal text and captions. The reproduction on heavy gloss stock ranges from good to excellent. The price is $9.95.

One of railfanning's handiest books, the *Steam Passenger Service Directory*, is out with the 1981 edition—the Directory's 16th annual edition! This softcover book gives a comprehensive illustrated listing of operating schedules and equipment of virtually all the steam and electric tourist railroads and museums in the U.S. and Canada. Listings include full addresses and phone numbers to aid in your travel planning. Discount coupons for the various railroads can more than cover the book's $4.50 postpaid price. Available from Empire State Railway Museum, Inc., P.O. Box 666, Middletown, NY 10940. Add 50¢ for First Class postage.

David F. Myrick's *Railroads of Arizona, Volume II* is now available covering Phoenix and the central area including such contemporary attractions as the Magma Arizona and San Manuel Arizona along with many lesser known lines and lots of Southern Pacific. This massive 480-page hardcover is neatly laid out and has very good photo reproduction; a quality product for $30.00 from *Howell-North Books, 11175 Flintkote Ave., Suite C, San Diego, CA 92121.*

From Abbey to Zorra via Bagdad is the peculiar name for Dale Wilson's 144-page softcover documentary of Canadian Pacific Railway's passenger services in the 1950s. Illustrated with lots of fine action and equipment photos and very good photo reproduction, this book has maps, equipment diagrams, advertising pamphlets, the complete summer 1955 CPR timetable and 1949 and 1960 equipment registers. The title's a bit obscure, but the content is excellent. $14.95 postpaid from *Nickel Belt Rails*, P.O. Box 483, Station "B", Sudbury, Ontario, Canada P3E 4P6.

Artist Russ Porter is now making full-color lithograph prints available of many of his superb rail and nautical paintings. Send a Stamped Self-Addressed Envelope for his list to: *Russ Porter*, 2228 S. 81st St., West Allis, WI 53219.

Malcolm "Flash" Gordon has done a series of five pen-and-ink black & white renderings of scenes in the Amtrak/PC Sunnyside Yard on Long Island. These 23"x29" prints sell for $4.00 each plus $1.50 shipping. He combines fine detail and accuracy with excellent shading and an interestingly different "wide angle" perspective. Print No.1 is essentially a "roster" shot of PC GG1 4886, No.2 has electric switcher 4751 and a work train, Nos.3 and 4 are yard scenes, and No.5 is the engine facility with restored PRR GG1 4935

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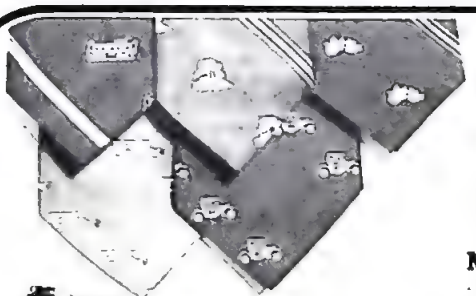

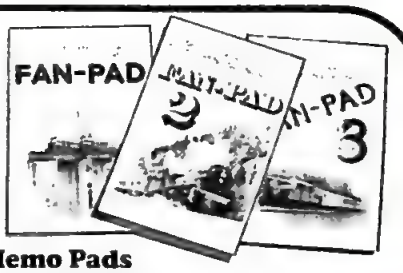

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Howell North Books, 11175 Flintkote Ave., San Diego, CA 92121, has announced the release of *The Western Maryland Railway* by Roger Cook and Karl Zimmermann, a 320-page hardcover encompassing steam and diesel action. This should be a real beauty! Price is $25.00 plus $1.75 shipping (Cal. res. add 6% sales tax).

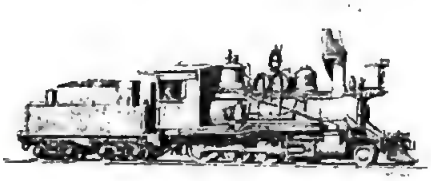
Atlantic City Railroad, "The Royal Route to the Sea" by W. George Cook and William J. Coxey, is a 174-page hardcover book just released by the West Jersey Chapter NRHS, P.O. Box 101, Oaklyn, NJ 08107. It relates the story of the forerunners of the Pennsylvania-Reading Seashore Lines in a well written and extensively illustrated book. The price is $22.50.

Amtrak really has something to celebrate on its tenth anniversary now that Congress has put back most of the money it was going to take away from the national passenger carrier. To commemorate "The Dawn of a New Decade," Amtrak is offering two souvenir items. The first is a full-color lithograph 16" x 16" limited and numbered poster with their stylized F40 anniversary logo, and the second is that same design struck as a 1½" diameter silver-finish coin. The poster, Item #10-1, is $10.00; while the coin, Item #10-2, is $5.00; from *Amtrak Catalog*, P.O. Box 6464, Chicago, IL 60677 (Ill. res. add 6% tax).

Please mention RAILFAN & RAILROAD when writing to advertisers or for items listed in this column.

If you're interested in gifts for the railfan or unusual railroadiana, check out *The Depot Antiques and Gifts*, P.O. Box 137, Sullivan, IL 61951 (if you're in the area, Sullivan is about half-way between Decatur and Mattoon, and The Depot is six miles west of town on Eden Street Road). Among the items they have available are railroad motif clocks and watches, "Old Tyme" wooden wall telephones and a melodic wooden lung-powered train whistle. For details, send for their brochure.

Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058, has added three new slide sets to their line. Each set features five slides and sells for $2.00 plus 50¢ shipping per order. Set RT99 is Bangor & Aroostook BL2s including 557 restored to the original blue and gray, 50 in the intermediate blue and gray, 55 and 57 in solid blue, and 54 in new red, black and gray. Set RT100 is D&H new blue schemes with solid blue on RS11 5002, yellow nose GP38-2 7320 and RS11 5001, and yellow nose stripes on C424m's and U23B 2306. Set RT101 features five action scenes of Chessie C&O 4-8-4 614. The subject choice and color reproduction on all sets is good to excellent.



Classic Rails Division, Railroad Hobbies, 4244 N. Wadsworth Blvd., Wheatridge, CO 80033, is offering a set of four handsome 11" x 14" reproductions of pencil renderings by Ron Hatch of famous Colorado narrow gauge Consolidations. Finely reproduced in black on heavy antique parchment-like stock, the locomotives are D&RGW ex-Crystal River outside-frame 361, D&RGW C-16 278, and C&S B4d's 69 and 71. The set of four sells for $10.00 postpaid.

Train Trips, Exploring American by Rail, by William G. Scheller, is a fascinating 270-page 5½" x 8¼" softcover practical guide to touring the U.S.A. on Amtrak's routes. Restaurants, lodging, local transportation and visitors attractions are outlined for each significant city—often with city street maps—including addresses and phone numbers. Lots of data and commentary derived from

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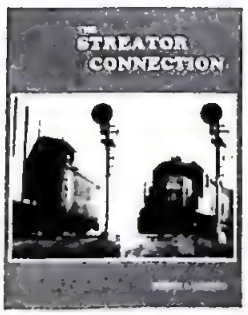

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Frank Luppino Jr., 1445 Sunset Ridge Road, Glenview, IL 60025, is offering a set of four plastic-laminated railroad theme placemats featuring full color Currier & Ives vintage illustrations. Each of the 12"x17" mats has a different Currier & Ives scene of stylized 4-4-0s from the mid-1800s, while the reverse side of each has a very colorful array of railroad heralds surrounding another piece of vintage artwork. This permits a setting with all mats the same (the herald side) or with each different (the Currier & Ives scenes). These are quality products and would be an asset to any railfan household. The price is $5.00 for the set of four plus $1.00 shipping.

Traction Publications by Steve Maguire

The People's Railway, the History of the Municipal Railway of San Francisco, by Anthony Perles, is a 260 page 8½"×11" hardcover book providing the history of the first municipally-owned transit system from its beginning in 1912 through its absorption of the Market Street Railway system to the present time when it is the operator of a city transit system that includes buses, trackless trolleys, a light rail subway and cable cars! Assisted by many who have been involved with the company, the author has produced a fine story of the growth of the system and the many political battles that have been waged over it through the years, including former Mayor Roger D. Lapham, who lost his position when he ran on a pledge to scrap the cable cars, and Friedel Klussman, the woman who opposed him and led the successful fight to retain the cars. The story carries us to the present days of the buses, trackless trolleys, and, of course, the light rail and cable lines. There are 260 photos, well-reproduced on heavy paper, several system maps and an index. Price is $34.45 from Interurbans, P.O. Box 6444, Glendale, CA 91205.

A history of streetcar trucks produced by the McGuire Manufacturing Co. (later McGuire-Cummings) and its successor, Mountain & Gibson in England, has been compiled by British traction historian J. H. Price. Included are two-axle, radial and maximum traction trucks. This book is entitled *Mountain & Gibson* and has 60 6"×9" pages with soft cover. Price is $5.50 in U.S. currency from LRTL Publications, 13A The Precinct, Broxbourne, Herts EN10 7Hy, England. Proceeds from the sale of this book will be used in restoration of ex-London C.C. tramcar 1584.

Trolley Trails Through the West, Vol. 9, by Robert S. Wilson is a 39-page 8½"×11" softcover book that provides hand-drawn maps of the lines covered in the earlier eight books of the series. All of these gave descriptions of trolley lines in the far west as the author found them on his visits in the late thirties. In addition to maps, this book also gives brief coverage of the lines in San Diego, Denver, Fort Collins and the Twin Cities. Price is $8.00 in the U.S. ($1.00 additional elsewhere). All back issues of Vols. 1 through 8 are in stock and sell for $4.00 each from Wilson Bros. Publications, P.O. Box 712, Yakima, WA 98907.

Street Cars of Boston, Vol. 6, Birneys, Type 5s, 4400s, Parlor, Private and Mail Cars, by O. R. Cummings, is an 84-page 8½" x 11" softcover illustrated roster of several types of trolleys that were operated in years past by the Boston Elevated Railway. This is the latest in a series covering the many types of equipment used by BERY and its predecessors in the pre-PCC days. Price is $9.00 from Harold E. Cox, 80 Virginia Ter., Forty Fort, PA 18704.

Also from Dr. Cox is a *New Bedford Pictorial,* 20 pages of old photos of streetcars of the Union Street Ry. and its predecessors, with two maps. Price is $2.95.

A 15-page illustrated story of "The Street Railways of Rutland, Vermont," by Allen A. Sher, is contained in the *1980 Winter Quarterly* of the Rutland Historical Society. It

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Book reviews

Diesel Locomotives of the New Haven Railroad, by H.F. Cavanaugh, published by N.J. International, Inc., 22 West Nicholai St., Hicksville, NY 11801. 140 10" x 11" pages, $26.95.

In a quick flip through this all-color book at the hobby shop, your first reaction is likely to be, "Look at those dark skies; what awful color reproduction." Well, you'd be wrong, and a little closer look would reveal that the color reproduction is really very good, even though those dark skies do plague a lot of the photos. Back in the 1950s New Haven fan Casey Cavanaugh was tromping all over New England snapping away at his favorite railroad with ASA 10 Kodachrome and a trusty old Argus C-3 "brick." The C-3's shutter speeds could stop the action, but its blade shutter would vignette the edges, resulting most noticeably in dark corners in the skies. Having had the pleasure of viewing many of Casey's vintage slides, I can attest that this book reproduces the originals quite faithfully.

Given the shortcomings of the camera and film, one can immediately recognize that Casey was a very imaginative photographer who captured the colorful New Haven locomotives and trains in their delightfully varied settings. The photos are generally reproduced full frame so that the surrounding countryside, structures and rolling stock can be seen and appreciated. Scenes like an RS3 on a passenger train passing the depot and white houses at Cornwall Bridge or an RDC meeting another differently-painted RS3 on a freight at West Cronwall should grab you whether your rail background is Connecticut or California.

The title implies a roster book, and, indeed, the NH diesel roster is covered in photos, text and diagrams, but the photos go far beyond roster shots of numerous color schemes. They depict the New Haven at its best, while almost incidentally showing RS3s, PAs, FMs, FAs, U25Bs, DL109s and C425s in their better days before Penn Central and decay. Dark skies and a few crooked photos are minor annoyances compared to the rich content of the photos—J.B.

We Had a Shore Fast Line, by Mervin E. Borgnis, published by Exposition Press; available from Mory-Buckwalter, Inc., P.O. Box 11942, 2526 Morris St., Philadelphia, PA 19145. 246 6"×9" pages, hardbound. $20.00.

The Atlantic City & Shore Railroad, popularly known to all as the Shore Fast Line, had its beginning in a steam "dummy" line running from Atlantic City, New Jersey, to the small town of Somers Point. The West Jersey Railroad was converted to electric operation in 1906, with the line being opened through to Ocean City in the following year, a small beginning for an interurban line that would contribute so much to the development of the area by making fast, reliable, inexpensive transportation

available. Atlantic City became a nationally-known convention and entertainment center, visited by millions of fun-seekers and businessmen over the years. Convenient rail service from Philadelphia/Camden, with excellent connections to and from New York City, assured the Atlantic City playground of its popularity. The interurban provided the residents of the surrounding area with reliable transportation to and from work or play.

The author grew up in the town of Pleasantville on the interuban and was intimately acquainted with the operation, the cars and the trainmen. He writes with a great affection for the line, which he viewed for so many years and remembers so fondly. His style gives not only a good feel for the operation, but is pleasant and straightforward.

Atlantic City has been undergoing a resurgence with the legalizing of casino gambling. Local transportation has been for many years since the abandonment of the interurban and the local street railway service, in shambles. Now with the revitalization of the city—which will most certainly grow beyond anything envisioned only a few years ago—the roads, including the expressway(s) to the mainland, are continually in a state of chaos! In addition to being a very readable account of the Shore Fast Line, the book is squarely aimed at making an intelligent case for a new light rail electric line to serve Atlantic City, and certainly the need is there and growing.

With over 170 photographs, many of them full page size, we are shown a good look at the railway from the early days of electric operation, including good coverage of the local street railway system. There are in addition numerous maps and reproductions of timetables, tickets and advertising brochures. At the conclusion there is a section dealing with the very real possibilities of an LRV operation to be built to serve the area.

This is a well-written book about a most interesting electric railway gone for over three decades, and the future—JOE L. DIAZ.

PCC: The Car That Fought Back, by Stephen Carlson and Fred W. Schneider, III; published by Interurban Press, P.O. Box 6444, Glendale, CA 91205. 250 8½" x 11" pages; hardbound. $29.95.

The last few years have produced a great deal of news about LRVs—light rail vehicles, this generation's word for "streetcars." Those cities in which streetcars have survived (Boston, Toronto and San Francisco, for example), and urban centers which have built or are planning new lines (Edmonton, Buffalo, etc.), have made large investments in designing and building new cars to operate during the last two decades of this century. Although there are certain similarities among the cars built for these places, each design has been essentially unique.

This situation is similar to that which existed during the first third of the 20th century. At that time, several hundred companies provided street railroad and local suburban service in small and large cities, and each had equipment built to its own specifi-

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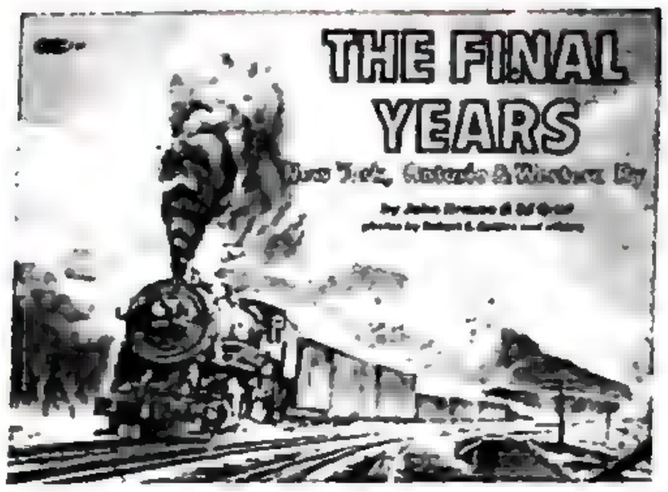

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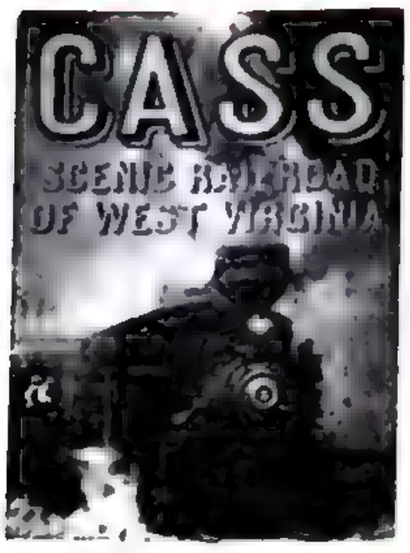

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cations. By the twenties, a few standardized designs had become established, and streetcar lines could save money by ordering them. The single and double truck Birney cars and the Cincinnati curved-side lightweights were two such cars—the shake-down period was ending as car manufacturers and users began to find workable and somewhat universal patterns to follow. Unfortunately, the industry was already in a state of serious decline by the end of that decade. The PCC (Presidents' Conference Committee) car was a response to this deterioration of business and to the high cost of individually-designed cars; it was an overwhelmingly successful vehicle, standardized, yet adaptable to local needs. Carlson and Schnieder's book is the story of this important streetcar.

This book really is complete! It delves into the events surrounding the call for a standard car and describes the industry politics and problems involved in creating it. Each important system on the PCC car is detailed, including false starts, wrong turns and final successes; there is a good discussion of trucks, controls, body components, heating and suspension methods and the other parts that made the PCC different from its predecessors. The authors maintain that it was an evolutionary design, not a revolutionary one, and offer evidence to back their stand. They compare the car to traditional rolling stock (New Orleans 900s), experimental lightweights and Brilliners. There is a section on rapid transit PCC cars and European designs, as well as a look at cars that went abroad after abandonments here. CKD, Praha Works (Prague, Czechoslovakia), was still delivering PCC cars to East German cities in 1980. These represent a continued development of the car.

Control systems, trucks and suspensions, plus a host of patents, determine what is and is not a PCC car. If you would like to know more about them, obtain this book. The writing, photo coverage and overall high quality mark it as outstanding. It will be interesting to observe the rebirth of the streetcar (light rail) in our cities. One wonders if standardization will occur on the equipment, and if it does, what the impetus for it will be—BILL SCHAUMBURG.

The Midland Route: A Colorado Midland Guide and Data Book, by Edward M. "Mel" McFarland, Pruett Publishing Co., 3235 Prairie Ave., Boulder, CO 80301 1980. 350 8¼×10¾ pages, hardcover, $44.95.

It's funny, how many of the railroads that are nearest and dearest to the hearts of railfans no longer exist. The NYO&W, Virginian, RGS, West Side and others all disappeared into oblivion or merged long ago, yet they still live on in memories—and a few cherished photographs. One of these legendary railroads is the Colorado Midland. I say "legendary" considering that with abandonment in 1918 there are few railfans who know the Midland Route as anything other than legend. Mel McFarland's *Midland Route* shows us the stuff legends are made of, with text and lots of those cherished photographs.

The Midland was the first standard gauge railroad to penetrate Colorado's mountain ramparts and it soon found out why three feet between the rails was the "standard gauge" of the Rockies. Construction costs to the silver and coal mines of Leadville and Aspen spiraled, depleating the road's capitol, postponing forever its progress through Utah to Salt Lake. Instead, it drew a pact with rival Denver & Rio Grande, running jointly into Grand Junction and a connection with the then-independent Rio Grande Western.

What followed was thirty-odd years of financial and operating nightmares over 3% and 4% grades, tunneling under the Continental Divide—twice—giant looping trestles, unrelenting winter snows and declining metals and coal markets. Add to that successive ownership or control by the AT&SF, C&S/CB&Q, arch rival D&RGW (now merged with the Midland's only western connection) and the USRA during WWI, and it's easy to see why the Midland is no more.

The Midland Route gives us a chance to railfan the Midland not once, but twice. Following an account of the building, operating history and dissolution of the road is an illustrated trip over the Midland in 1908. It's a portrait of the Midland as it existed in its prime, before its decline and eventual demise. As we move along the railroad station by station, anecdotes and historical references are weaved into the text, accompanied by photographs of most locations or events. This section is invaluable to anyone who studies or models the Midland at its heyday and should be generally enjoyable because of the way that it captures the distinctive feel of the railroad.

The second fan trip is a contemporary one over what remains of the Midland right-of-way. Much of the Midland has been paved over—a mixed blessing—and most of its structures and equipment have long since disappeared. Mr. McFarland takes you once again, step by step, over the length of the Midland, pointing out what remains, adding historical notes and illustrations along the way. This section is useful to historians of the Midland as it acts as a field guide.

There is a short section on Midland collectables, followed by an inventory and disposition of structures, rolling stock and locomotives along with a mileage log of every station, siding, bridge and tunnel. Useful to modelers are the dimensions of bridges and buildings, while simple equipment diagrams are also included.

A most valuable inclusion follows up with a biliography and index. A rear pocket holds reproductions of passenger and employee timetables circa 1908 and a map of the system and some of its terminals. This book is generously illustrated with 375 black & white and a few color photographs, paintings many reproduced documents, diagrams and maps. The only weak area I find is the maps. There could have been a few more to make trackage arrangements clearer, and those included show a poor relationship to the topography, a glaring omission for a mountain railroad. The book is not meant to be a substitute for Rev. Morris Cafky's out-of-print *Colorado Midland* but rather a suppliment to it. As such, it duplicates only what is necessary to tell the story of the Midland and stands squarely on its own. At $44.95 it may not attract the mildly interested, but it is a must for anyone interested in Colorado railroading history, let alone for us Midland fans—JIM EAGER.

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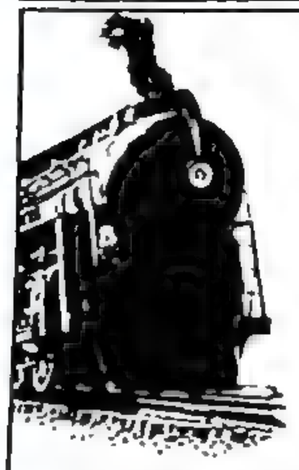

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Fish in a barrel

—and other thoughts on Western photography.

I guess the first time I tumbled to what's really happening was back in 1969 when I arrived at Keddie, California, and discovered that the classic shot at Keddie Wye was not photographed from some hazardous perch clinging to the side of a cliff but rather from the only place where you can pull your car off the canyon highway. That also goes for the Pulga bridges and probably all of the other "great" shots in Feather River Canyon.

Well, that couldn't apply to the beautiful shot of the Rock Creek Trestle overlooking the valley and highway (the one that I'd always shot from below because I didn't want to bother climbing the mountain to get the overhead vantage point) could it? Sure enough, this May when I was in northern California to cover the Sacramento festivities I spent quite a few days shooting the WP, SP and their neighbors in the mountain country, I was again at Rock Creek Trestle. This time, however, I had a little bit of time and drove the road that runs under the trestle. Aha! That road doubles back and produces a nice parking place just 20 feet from the prime photo location—a nice, easy, flat 20 feet on open rock, at that.

The situation was repeated on another day when I discovered a road that leads right up to the top of the knob overlooking the north end of that awesome SP trestle at Redding, California. Of course, on this location I had parked the car just off the end of the bridge and climbed the front of the knob, only to discover the road looped right up there from behind. Oh, well; I needed the exercise.

It happened again on the SP at Donner Summit where we climbed a fairly hazardous rock cliff to get the view of Donner Lake and the snowsheds. We were pretty impressed with the shots and smug at finding such a location—even though Ron Piskor demonstrated an even higher sense of adventure by skampering to an apparently even more precarious perch. Craig Willett later picked up a postcard that the SP was handing out at the Sacramento Railfair that showed an even more spectacular angle on the same snowsheds and Donner Lake taken from the south side of the tracks above the snowshed—from where we had been, this looked like an extremely difficult angle that must have involved climbing a glacier-like cliff. A few days later we were up at Donner Summit again and decided to try for the postcard shot. First you pull into the driveway of this ski lodge/tavern and then you walk across its rocky back yard and right down across a rather open and flat rock field to a nice vantage point roughly the size of a rather lumpy football field. I think one could get there in a wheelchair, if necessary.

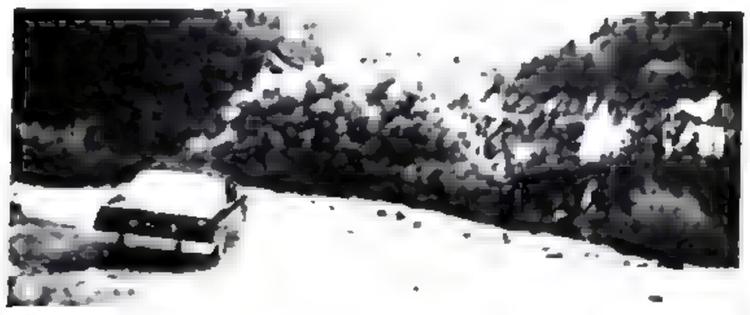
So much for my fantasies of daredevil Western railfan photographers and their "great" locations. You guys have been sandbagging us flatlanders for years, haven't you?

Relax, I'm only kidding.

In the two weeks that Craig Willett, John Gieske and I spent charging around California and Oregon following the steam moves and chasing the SP, WP and numerous short lines, we were struck as never before by the awesome beauty and almost unlimited photo potential of that part of the country—anybody who tells me that Western scenery is overrated has never driven from Sacramento to Donner in the afternoon on a clear day or chased the SP from Mt. Shasta to Redding.

For those of you who are planning rail photo jaunts into the West, permit me to offer a few thoughts. First, do a little homework. See where the lines are and dig up as many magazine articles as possible on the areas to be visited (the detailed map of the WP from the May 1979 R&R was a big help, and Dick Dorn's article on the Oregon loggers from the August 1977 RAILFAN was our guide for a day). Contact any local experts if you can for current traffic conditions ("... Feather River Canyon is pretty quiet during the day, but there's a westbound parade out of Portola in the afternoon—Friday through Sunday are the busiest and Monday and Tuesday are dead ...").

Keep your travel plans flexible and be willing to shift targets to go where the action is. There was no traffic on one day we'd allotted to Feather River Canyon, so we dropped 45 miles south and caught the action on the SP at Donner. This trip was the first one where



SPECTACULAR SCENES like this one of Rock Creek Trestle in Feather River Canyon are not necessarily as hard to get to as an outlander might expect; for this we were able to park the car almost on top of the optimum photo location.

BY JIM BOYD

I had a few specific things I had to do on specific days—the SP and UP/SP stream moves—but otherwise had quite a lot of time to cover the local scene. Spending two weeks in one area (if all of northern California and the entirety of Oregon can be considered "one area") gave us ample time to explore the area and adjust our travels for weather and traffic. (Incidentally, I don't know if the weather is like that all the time, but we had eleven perfect days out of 14—sorry, I didn't mean to rub it in.) And don't overlook the short lines; Ed Lewis' *American Short Line Guide* tipped us off to the Amador Central and its blue Baldwin S-12; a phone call to the office at Martell got us the operating schedule—" . . . we'll switch the mill today and go to Ione about 10:30 tomorrow morning."

We found a radio scanner extremely helpful and were surprised at how friendly the operators on the railroads were when we asked for train line-ups (the outlying areas were friendly, but I wouldn't venture eagerly into places like SP's Roseville or the WP at Stockton).

Even when there were only one or two trains on the move in any given area, we found that we could follow them through the mountains and canyons and burn up a lot of film on spectacular photo locations—and when things did get busy, like six trains through Dunsmuir in two hours, it felt like rush hour at Hunter Tower. Charging through the West tagging roster shots at engine terminals may be sport to some folks, but we found that working a geographical area and getting trains on the move was about as satisfying as any railfanning we've ever done.

To be prepared to make the best of the West, I'd advise using your choice of a good daylight film (I used K64 and Plus-X in two cameras) and having a selection of lenses available. I made good use of both 28mm and 35mm wides plus 50mm normals and the company's big 300mm tele. That 300mm got some very interesting results at times, but a tele in the 200mm range would have been more practical; my old Pentax's 180mm would have been about perfect.

Even though things seemed brighter, I found my full daylight exposures were running about the same as elsewhere, and there was no need to stop down for that California sunshine that was crisping the tops of my ears. A slight haze seems to compensate for the apparent brightness. For that late afternoon action in Feather River Canyon, I got some fine results with Ektachrome 200 and Ektachrome 400. If you frame the shots to exclude sky and expose for the reflected skylight in the canyon, you can get results that are almost as bright as direct sun.

My last bit of advice is to work the action all the way to sundown. Some of the most interesting shots of the trip were made in those last few minutes of light as an SP freight was starkly backlighted at Azalea, or as a quartet of tunnel motors dropped down along Interstate 80 near Emigrant Gap in a gloriously golden evening sun.

You have to know what you're doing even when shooting fish in a barrel.

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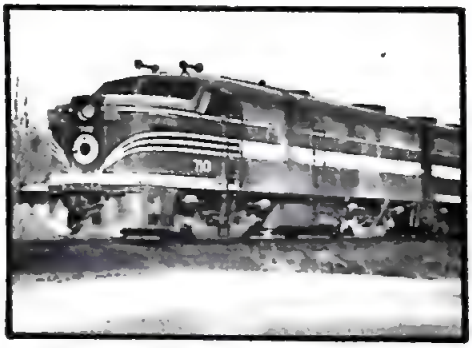

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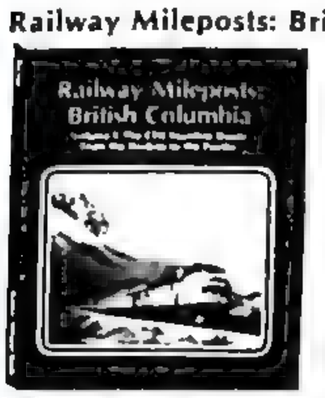

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In Search of Steam

U.S. steam in Turkey

Steam locomotives built in the United States are still very active in many parts of the world today. One country with a plentiful array of our home-grown breed in use is Turkey. Some 400 to 600 steam locomotives of 30 classes are still rostered in this continental and cultural link between Europe and Asia. For this column, I will concentrate on the three basic types of U.S.-built steam locomotives still in regular service.

USATC S160 2-8-0

The ubiquitous U.S. Army Consolidations were built by Baldwin, Alco and Lima during World War II for service in Europe. During World War II, literally hundreds of these versatile 2-8-0s were shipped to Europe for extensive war service and post-war clean-up use. Many are still running today in Poland, Greece and elsewhere. Turkey still uses a few of this class, with road numbers 45171-45220.

The Army 2-8-0s are equally at home switching, handling freights or thrashing along at the head of a local passenger. Turkey still has a few left at Konya, one of the better locations to photograph the breed. The Consolidations have the distinctive American staccato-like bark.

Other good locations for the 2-8-0s are from Narlito, Nusaybin, Kirikkale, Ulukisla, Zonguldak and the nation's main steam shops at Sivas.

Middle East 2-8-2

Probably one of the nicest looking of Turkish delights are the Middle East class 2-8-2s built by American, Baldwin and Lima during 1942. Their Turkish road numbers are 46201 to 46253. My first encounter with one was while bashing the Catalagzi enginehouse near Zonguldak, beside the main line to Irmak. I was busy disecting with my camera an ancient Henschel 0-8-0 of 1913 vintage, when to my rear a local all-stops passenger train started up about a quarter of a mile down the track. I didn't pay much attention to the activity until I became very aware that this hogger really meant business and had a locomotive to match. The spit-and-polished Lima 2-8-2, with brasswork shining, took off from the ground level platform station like a Pennsy K-4s leaving Point Pleasant. By the time I whirled around and hurriedly got into a suitable photo spot for a grab view, the Mikado was pouring it on and charging for the end of the run a few miles away at downtown Zonguldak, leaving behind a fine plume of uplifting soft coal smoke. I immediately knew this was a class of Turkish power which deserved a lot more attention. The 2-8-2s are compact, good looking, very capable and as typically American in design as the inscription on their builder's plates.

Used extensively on local passenger trains out of Zonguldak (located on the Black Sea to Caycuma and Irmak, near Ankara), the Middle East 2-8-2s are still a competent engine with classic lines to please any U.S. steam fan. At the bluffs at Hisaronu near Catalagzi, you can take photos from the highway of the 2-8-2s charging out of tunnels and running along the beach beside the Black Sea.

Another outstanding line to witness these Mikados at their best is on the heavily-graded line between Balikesir and Bandirma. Here the 2-8-2s regularly doublehead on coal trains and the occasional passenger through some truly twisting reverse curves. On one afternoon I found a pocket of the Middle Easts sitting on the ready tracks at Balikesir. While I waited for something to happen, a Mike was changing engines at the station, and the road-tired 2-8-2 came into

BY MIKE EAGLESON

the enginehouse for refueling, fire cleaning and inspection. A fresh one slipped from the rear of the shed area over to the station to recouple to the standing consist. I stayed to watch the second 2-8-2 depart from the station after having made arrangements with the fireman for smoke and rewarded him in advance with color locomotive postcards brought from home to be used as crew bribes.

Later that day, a coal train was carded to work the rugged line from Balikesir to Bandirma where most freight tonnage is doubleheaded with Middle East class 2-8-2s. On this day, a German-built 2-10-0 Kreigslok was the lead engine coupled to a Baldwin Mikado to make the climb up Soma hill. The pair seemed to take forever to pump up the air before leaving town. I watched the engines stoke up in the yard, smoking wildly just prior to pulling out. The crew finally got the signal and started to roll. If stack talk is any indication of which engine is doing most of the work, the U.S. locomotive outshouted the Decapod two to one! I chased the international duo by rented car for an hour until the light departed at dusk, producing several smoky scenic views on Soma hill. This line is very photogenic and is most recommended for catching Middle East 2-8-2s working wide open.

Vulcan 2-10-0 "Skyliners"

The most plentiful and interesting U.S.-built steam engine working in Turkey today comes from a lesser-known U.S. builder. In 1947, the Vulcan Locomotive Works at Wilkes-Barre, Pennsylvania, built 88 semi-streamlined 2-10-0s for the Turkish State Railways, road numbers 56301 to 56388. These were probably the largest engines ever built by Vulcan, and the only streamlined 2-10-0s ever built, as well. The fact that the small Pennsylvania firm was chosen for this large contract implies that it had the lowest bid to construct the order to design specifications.

Mecca today for the big Decapods is the highly scenic 250-mile line from the Black Sea port of Zonguldak to Irmak. Five helper districts are encountered on this route. The main engine shed is at Catalagzi near Zonguldak. Here, Vulcan's just in from their arduous battles with stiff mountain grades and heavy tonnage are turned, coaled and watered.

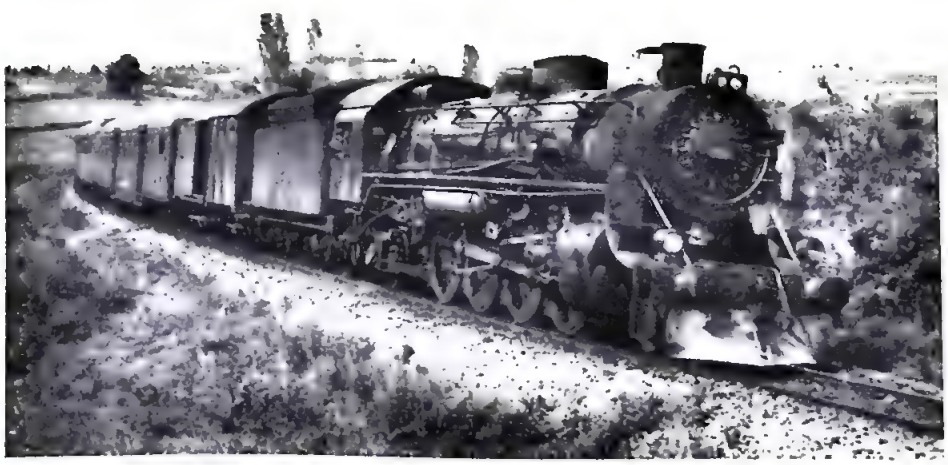
Just outside of Zonguldak, at Hisaronu, is some outstanding scenery from the cliffs with the Black Seascape in the background. Another excellent location to photograph the 2-10-0s, often doubleheaded, is at Eskipazár where a horseshoe curve adds interest to the overall operation. Creative shots can be made of the lead engine and its helper, both pouring out black soft coal smoke. At Cerkes Canyon, the Skyliners (nicknamed that because of the SP-like skyline casing) charge up a steep rock-walled canyon, over a bridge into a tunnel and burst out again only to cross another bridge. Rear helpers are required both at Eskipazar and Cerkes, among other places along these highly scenic regions.

Between Karabuk and Zonguldak there are usually four or five steam-powered freights per day, and they may be chased by car. Vulcans may also be found on an occasional passenger train or mixed consist. The *Karaelmas Express*, for example, is frequently pulled by Skyliners. Kayseri has a small allocation of the 2-10-0s, as does Ulukisla which sees a daily passenger train in charge of a Vulcan.

Turkey is recommended for the more intrepid steam photographer. Our fall season is the best time to go for clear weather and sunshine. Rental cars are readily available (but expensive) at the two international airports at Ankara and Istanbul. Food is safe to eat if you stick to the larger hotels in the cities, and try to avoid snacks at the poorer restaurants. Room accommodations are reasonable, but plan ahead and have each hotel make a reservation for you at your next stop.

The quality and quantity of U.S. steam working today in Turkey is well worth any discomfort encountered.

TWO PHOTOS: MIKE EAGLESON



U.S.-BUILT LOCOMOTIVES in service in Turkey are typified by this Baldwin "Middle East"-class 2-8-2 near Hisaronu. Far more exotic are the Vulcan-built "Skyliner" 2-10-0s like the 56329 (left) on a mixed at Eskipazar—note the fireman wiping the skyline casing while under way!

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Railnews

VIA LRC The first order for new equipment since the creation of VIA Rail Canada is for 21 locomotives and 50 cars of the Bombardier LRC design. The first of these, locomotive 6903 and cars 3301-3305 are now making test runs on the CN St. Hyacinthe Subdivision between St. Lambert and Richmond, Quebec (see page 2). The first revenue trips of these trains are anticipated for late fall 1981. Amtrak has also received two locomotives and an LRC trainset. The LRC (Light-Rapid-Comfortable) production locomotives have an upgraded version of the 16-cylinder Alco 251 engine producing 3725 h.p. and are designed for 125-m.p.h. speeds.

BOTTOM OF THE BARREL The Delaware & Hudson is going through some lean times but seems likely to outlive Conrail if the Reagan Administration has its way. Operations have changed substantially with the acquisition last October of the former-DL&W main line between Binghamton, N.Y., and Scranton, Pa., permitting the virtual abandonment of the D&H/Erie main line from Starrucca Viaduct over Ararat Summit. With operations in Binghamton now concentrated at the old DL&W East Binghamton Yard, the D&H has been able to close down its yard at Oneonta, N.Y., although Bevier Street Yard in Binghamton is still fairly busy. Fans report that the Lackawanna line sees a good number of daylight trains, and the famous Tunkhannock Viaduct and lesser-known Martins Creek Viaduct are favorite photo subjects again, and pushers are common out of Scranton to Clarks Summit. A "high-and-wide" train makes a daily run between Oneonta and Binghamton via Starrucca Viaduct and Jefferson Junction to bypass Belden Tunnel.

In the motive power department, the D&H made news last winter when it acquired Lehigh & Hudson River C420 29 from Conrail, painted out the lettering and added D&H shields while retaining the L&HR colors as D&H 401 (see page 2). Although the "new" D&H scheme of blue with yellow end stripes has been applied to a vast number of units, Colonie's paint shop had a problem early this spring: they ran out of blue paint. Thus, in mid-March RS36 5012 hit the road in the old blue and gray "lightning stripe" scheme. On April 10, U23B 2311 was outshopped in a solid gray with a blue stripe (see page 2). Both units made good use of a store of gray paint made surplus by the "new" blue scheme. The future? Who knows?

MERGER COLORS The merger of the DT&I and GTW is evident in the new colors applied so far to DT&I GP35 355 (see page 2) and GP38-2 228, both of which wear the GTW red, white and blue with a big orange, black and white DT&I herald on the long hood. The GTW scene has also been enlivened with the use of the ex-Rock Island GP38-2s still running in Rock blue.

AUTO-TRAIN After ten years of operation, Auto-Train Corporation shut down its auto and passenger service during the last week of April 1981. The company filed for protection from its creditors last September, hoping to be able to reorganize while train service was continued under federal bankruptcy laws. But the cash—as well as the patience of its creditors such as Chesapeake & Potomac Telephone, Mariott Corp., a food and beverage supplier and the SCL and RF&P railroads—ran out.

With cash good and the carrier facing one of its seasonal slow periods, the court-appointed trustee, Murray Drabkin, decided to halt operations. His attempts to sell the rail operations and/or reorganize the company failed. The slow periods for the Lorton, Va., to Sanford, Fla., service are mid-May through June and mid-August to early October.

Recognizing the niche the specialized auto carrier had carved out, the trustee called the shutdown a "real tragedy" for the traveling public. In its last ten months of operation, A-T carried 75,000 passengers and their autos up and down the East Coast in its purple, white and red equipment. The last southbound Auto-Train operated with 17 passenger cars and 24 auto carriers behind RF&P GP35 137 and SCL GP40-2 6620, while the last northbound carried a record 329 automobiles in 27 carriers with 18 passenger cars behind RF&P GP35 136, L&N GP40-2 6611 and Amtrak E9 417. Both trains departed their respective terminals on April 30 and arrived May 1, 1981. At least one pair of A-T's U36Bs (4009 and 4002) were operating until the last week of April, with the bulk of the remainder dead at Sanford.

The possibility of a buyer picking up the rolling stock still exists, but a new operator will have to start from scratch as the 400 A-T employees will be lost as an intact team.

The major ground-bound competitors for the passenger/auto business, Auto-Bus and Autolog, have reported a boom in business with the end of A-T operations. Auto-Bus operates buses and trailer truck auto transporters between Hazelton, Pa., and Cocoa Beach, Florida. Autolog operates trucks carrying autos with the passengers finding their own transportation to and from Florida. These two carriers combined handled only 25% of the traffic moved by Auto-Train.

It was a combination of discount air fares coupled with low auto rental rates that put A-T out of business. Travelers left their cars home as airlines cut the fares on their wide-body jets. Amtrak also introduced a "Week of Wheels" fare that combined train travel with a rental car in Florida for its patrons—WALTER A. APPEL.

FAREWELL TO THE S-MOTOR On April 25, 1981, the Electric Railroaders' Association ran a farewell trip in honor of ex-New York Central S2 electric 4715, built in 1906, the oldest regularly-used locomotive in North America. The trip covered the electrified portions of both the Harlem and Hudson lines. A pair of ex-Niagra Junction steeple cabs, which were recently acquired by the MTA to replace the aging handful of S motors, substituted for the 4715 when it was found to have coupler problems. The 75-year-old engine was on display at Harmon, however, and sported a fresh coat of Penn Central black.

SOUTHERN RAILWAY For the first time in recent memory the Southern Railway was without a serviceable steam locomotive when 2-8-2 4501 reportedly cracked a front flue sheet in early April and had to be withdrawn from service. With Bill Purdie's crew in Birmingham hard at work readying ex-C&O 2-8-4 2716 for trips beginning in September, the decision was made not to delay the 2716 by taking time off to repair the 4501 or any of SR's smaller engines (S&A 4-6-2 750 or 2-8-0 722). Consequently, most of the railroad's summer excursions are to be powered by the handsome green and gold FP7 diesels, except for the June trips out of the Washington, D.C., area, some of which will utilize ex-CPR G5 4-6-2 1286 leased from Alleghany Central of Covington, Va. The Southern returned T&P 2-10-4 610 and CPR Royal Hudson 2839 to their respective owners last year, and neither can be returned to immediate SR service.

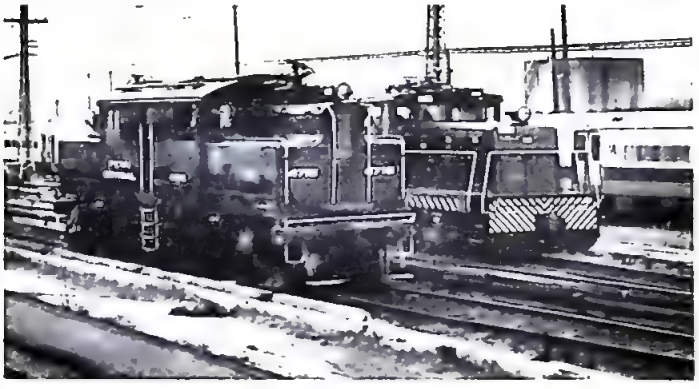
BALDWINS ABOUNDED The Jersey Central Chapter NRHS managed to pull off a pair of very remarkable fan trips on May 30-31, 1981, with two one-day excursions at Naval Weapons Station Earle in New Jersey. The Navy's Earle facility is worked by a fleet of seven active Baldwin switchers (six S12s and a VO1000 plus three units presently out for rebuilding) on over 140 miles of track with an 18-mile "main line." Normally "off limits" to railfans, the base was opened up for ticket-holders with no restrictions on photography and splendid cooperation in making all locomotives photographable. In a train of ex-CNJ open-window coaches supplied by N.J. Transit, the fans were treated to rides around the base behind doubleheaded (no m.u.) S12 and VO1000 complete with high speed movie runs and a trip out to sea onto a 2.9-mile long munitions pier. The Navy made a lot of friends that weekend.

AMTRAK AND CONRAIL The Senate Commerce Committee added $122 million to the $613 million it had previously approved for Amtrak, and the resulting $735 million budget for fiscal 1982 will permit the passenger carrier to retain 85% of its services, in contrast to the "Northeast Corridor only" that would have been left under the original Reagan austerity budget. The relatively little additional money will go a long way for Amtrak because the massive labor protection costs of shut-down can be avoided. The new budget will cause a severe economy drive within Amtrak, but at least you won't have to go to Mexico to ride the Superliners. Amtrak is presently looking for ways to get off the federal dole, and one of its

AUTO-TRAIN made its last runs after ten years of service with the northbound train out of Sanford on April 30, 1980. (shown at right at Lake Monroe, Fla.) and the final southbound (above) in on May 1. The last engine crew is at left; ironically, both last runs used leased power.

TWO PHOTOS ROBERT T CLARK

TWO PHOTOS CHRIS D'AMATO



FAREWELL TO THE S-MOTOR was the theme of the Electric Railroaders' Association excursion on April 25, but the star 4715 couldn't be used and two of the MTA's "new" ex-Niagara Junction motors were substituted. The S-2 4715 posed in fresh Penn Central paint at Harmon, and the train returned to Grand Central (below) behind one of the ex-NJ steeple-cabs.

JIM BOYD

BALDWINS ABOUNDED on the Jersey Central Chapter NRHS excursions over Navy trackage at Naval Weapons Station Earle in New Jersey on May 30-31. Using two of the base's seven active Baldwins and borrowed ex-CNJ coaches from N.J. Transit, the train literally "went to sea" on the three-mile-long munitions pier where it paused alongside *U.S.S. Suribachi.*

SOUTHERN RAILWAY is making more use than it had anticipated of its handsome green and gold FP7s since 2-8-2 4501 had to be withdrawn from excursion service with mechanical troubles in April. The SR's first trip of the year, however, was initially scheduled for the diesels, and it was a sellout. The *Skyline Limited* ran from Alexandria to Front Royal, Va., on May 28, and is shown here westbound at Delaplane, Va.

ALEX MAYES

Railnews

approaches will be to diversify—like most successful railroads—and use the outside income to support its rail system.

In a separate act in early June, the House panel approved legislation authorizing a sell-off of the government-financed Conrail system. A stock sale would encourage the sale of Conrail as an entity after July 1982 if the railroad shows potential for profitable operation, but if the future looks bleak at that time, the system could be cut up and sold piecemeal. In the meantime, the House voted $375 million to keep Conrail running until mid-1982.

A STATION AGAIN! The national scandal that has inconvenienced the most citizens of the U.S.A. as well as cost them millions of dollars over the past 13 years is the Washington Union Station/Visitors Center-Station conversion. Back in 1968 a law was passed giving the management of Union Station to the National Park Service in order to create a national visitors center in time for the 1976 Bicentennial. The main waiting room was remodeled into a sunken information display complete with slide show and book distribution center. The problem was that it was not finished by 1976 and it is still not complete. The center forced Amtrak to open a steel shed-like ticket and waiting room facility. All this occurred just as passenger traffic on the Northeast Corridor began to grow as America "Got into Training" in a big way.

Few people came to the visitors center other than lost passengers looking for a Metroliner. Then the roof began to leak. No one could make up their mind who in Washington was responsible for maintaining the building. Meantime, the roof began falling into the sunken exhibition area, and thousands of dollars in National Park furnishings were destroyed.

Now Congress has decided not to continue to fund the visitors center project. The exalted legislators now think it would be a good idea to turn Union Station in—guess what?—a railroad station! In a bill before the House Public Works Committee, funds are being set aside to accelerate the purchase of the structure from its present owners, the real estate units of Penn Central and CSX, and rebuild the classic structure into a functioning passenger station. Has reason prevailed?—WALTER A. APPEL.

NORTHWESTERN STEEL & WIRE The process of dieselizing the Northwestern Steel & Wire mill in Sterling, Illinois, was completed in mid-May when three new SW1001s were delivered to replace two of the three diesels leased last December to replace NSW's 0-8-0s. One of the leased units has reportedly been purchased and given NSW number 1, as the new SW1001s are numbered 2, 3 and 4 (EMD order 806061-1 through 3).

STEAMTOWN U.S.A. The emphasis for 1981 at Steamtown will be the refurbishing of the display equipment and overhaul of the "serviceable" steam locomotives. As a result, there will be no regular steam train operation, at least at the beginning of the season. The museum will be open, and visitors are encouraged to attend to watch Steamtown "put on its new face." If the mechanical work and economic conditions permit, at least partial steam operation is hoped for by the end of the summer. Steamtown Railfan Weekend is planned for October 24-25, with steam operation and special "diorama" photo opportunities planned. Steamtown's new management kicked off the 1981 season with a May 16 diesel-powered fantrip from Bellows Falls to Rutland and return featuring Green Mountain's ex-GM&O RS1, and it was a resounding success.

WESTERN MARYLAND The legendary Western Maryland Shay No. 6 made her public debut at Cass Railfan Weekend on May 9-10 and 16-17, 1981, after being withdrawn from the B&O Museum last August. Although some trackwork will be needed on "the mountain" before No. 6 can run to Bald Knob, the huge Shay was the star of the night photo sessions and was a photographer's delight on the Sunday trips from Cass up the former-C&O line to Durbin, W.Va., along the Greenbrier River with a freight consist ahead of the tourist cars. For the three triple runbys, the passenger cars were uncoupled out of sight and the Shay performed for the photographers with four WM hoppers, Cass' black tank car, a C&O boxcar and Cass' ex-C&O caboose repainted to the WM's old brownish-red with round herald. Of course, the locomotive is in authentic WM livery.

A FITTING CLIMAX After a week of performing for the crowds at Railfair '81 in Sacramento, ex-Hillcrest Lumber Climax 10 returned home to Washington on a flatcar and then powered a freight consist up Tacoma Hill on Weyerhaeuser's ex-Milwaukee Road trackage bound for its new home on Murray-Pacific's tourist railroad at Elbe, Washington. The tourist line between Elbe and Mineral offers spectacular views of Mt. Rainier. Additional power for the line is ex-Kinzua Pine Mills three-truck Heisler 102, now wearing number 91.

POWER PROBLEMS This past winter and spring produced some fairly wild motive power combinations on Amtrak trains operating between New Haven and New York. The problem was a recurring failure of 1923-vintage generators at the ex-NH Cos Cob (Conn.) power plant. With two out of three Cos Cob generators shut down, there wasn't enough amperage available to run weekday rush hour m.u.s along with Amtrak Corridor trains. Commuters faced long delays as m.u. speeds were cut from 60 to 30 m.p.h. and heat and lights were turned down. Amtrak riders were a little more fortunate, as diesels were put into emergency service to tow electric-powered trains west of New Haven. Between November and April it was common to find F40s, E8s, work-train GP9s and RS3s, and borrowed Conrail freight power ahead of E60s and AEM-7s on the old New Haven line.

Adding to Amtrak's problems was the need to substitute locomotive-hauled consists for some SPV runs on the New Haven-Springfield line while the SPVs were in Philadelphia for repairs.

By early May the situation was back to normal. The Cos Cob generator had been patched up and will hopefully last until it is replaced under the Northeast Corridor Improvement Project, and the SPVs were back on the Springfield line. The latter has led to the retirement of two of Amtrak's most interesting cars: *Roger Williams* RDC cab units 27 and 28 which are stored out of service at New Haven—TOM NELLIGAN.

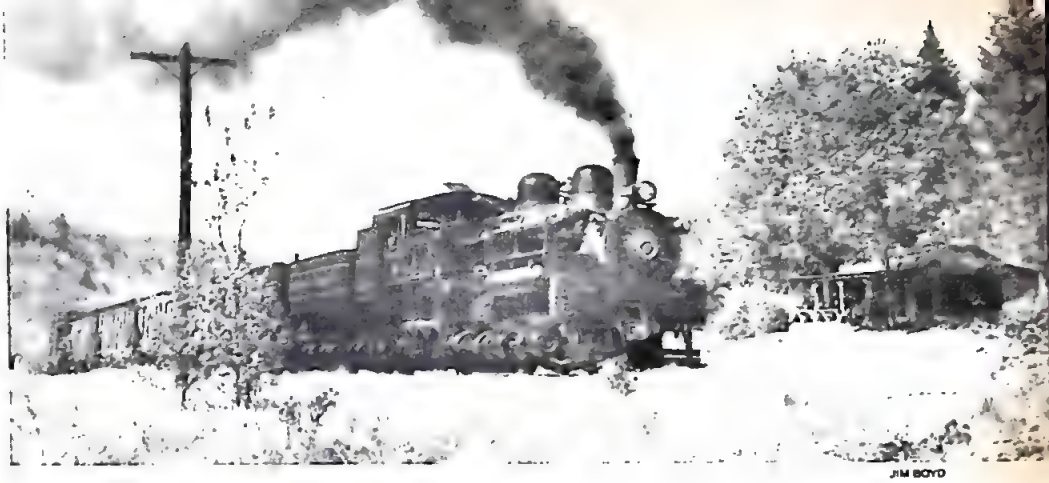
B&M PLUS MEC? In a move that came as a surprise to both railfans and financial people, Connecticut businessman Timothy Mellon has announced plans to purchase the Boston & Maine and Maine Central railroads. Mellon, who is only 38 years old, is the grandson of noted financier Andrew Mellon. He has been active in several business ventures but has no previous experience in railroad management.

On April 15, 1981, the B&M's trustees released terms of an agreement under which Mellon would pay $24.5 million for the entire capital stock of the railroad when it emerges from reorganization later this year. B&M management regards this as a friendly takeover by an interested individual who will give the railroad the cash base it needs for operations following its eleven-year bankruptcy. Mellon felt that the B&M's wood and paper traffic, as well as future coal traffic, implies a profitable future, and he sees the company as a good investment.

Then on May 22nd came a further announcement that Mellon's holding company, Guilford Transportation Industries, would also purchase the 860-mile Maine Central from its present owner, U.S. Filter Corporation, which had bought the railroad only last year. B&M and MEC were jointly operated between 1933 and 1955, so there is ample precedent for some sort of consolidation. No purchase price was disclosed.

For years there has been talk of a northern New England merger involving B&M, MEC and Bangor & Aroostook, motivated principally by Frederic C. Dumaine, Jr., whose Amoskeag Corporation owns BAR. There has been no official word of BAR involvement in a proposed B&M-MEC purchase, but it would not be surprising to see Mellon's offer turn into a three-way deal. The sales of B&M and MEC to Timothy Mellon will require ICC approval, and it is always possible that other bidders may step forward to complicate things. However, it seems likely that the next year may see major corporate changes in northern New England railroading—TOM NELLIGAN.

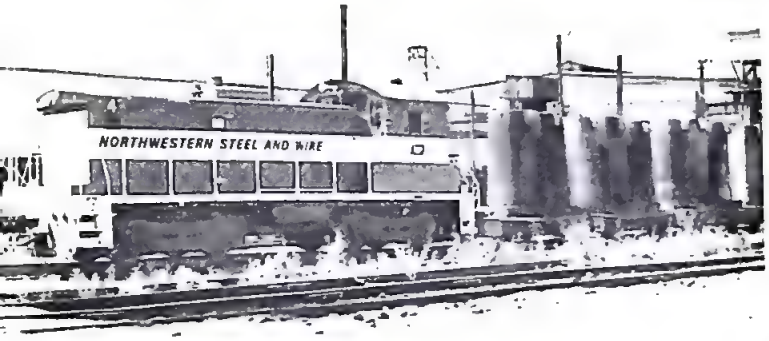
WESTERN MARYLAND Shay 6 made her public debut under steam at Cass Railfan Weekends on May 9-10 and 16-17 after being withdrawn from the B&O Museum last August. With a freight consist, Lima's last Shay performed multiple movie runs for the passengers on the Sunday runs to Durbin.



JIM BOYD

NORTHWESTERN STEEL & WIRE in Sterling, Ill., completed its dieselization with three new SW1001s delivered in May, releasing two of the three units leased to kill the 0-8-0s last December. The colors on NSW 2-4 are red and white.

CHET FRENCH JIM SHAUGHNESSY



TOM NELLIGAN

STEAMTOWN U.S.A. operated its first diesel fantrip on May 16 with GMR RSl 401 to Rutland and return. Here it's westbound at E. Wallingford.

POWER PROBLEMS with the old New Haven R.R. generating plant at Cos Cob, Conn., resulted in diesels aiding the electrics. At left, a Conrail GP40 heads the *Flying Yankee* at Milford, Conn., on April 17, 1981.

A FITTING CLIMAX to a week of operation at Railfair '81 was a freight consist behind ex-Hillcrest Lumber No. 10 working its way to Elbe, Wash., over Weyerhaeuser's ex-Milwaukee Road track from Tacoma on May 25.

KEN JOHNSEN

Alco Country update

PHOTOGRAPHY DICK STEINBRENNER, EXCEPT AS NOTED

Things are still interesting on the Huron line. **by Dick Steinbrenner**

Back in the August 1977 issue of RAILFAN we introduced you to Chicago & North Western's Alco Country, with operations centered about the line in southern Minnesota and South Dakota between Winona to Huron. Many years ago the C&NW had collected its Alcos into this area with Huron, S.D., as their maintenance base. But it is now twelve years since the American Locomotive Company (I never did accept "Alco Products") built its last locomotive, and the curtain has rung down for Alcos on many a road. Nevertheless, out on the C&NW the Schenectady grads seem to have nine lives, carrying on year after year despite the North Western's massive purchases of both new and second-hand EMD hood units. Each year it seems that the outlook is pessimistic, yet the railfan continues to be greeted by smoke and sound that can only mean that Alcos are alive and well.

Actually, when one considers the C&NW's former Minneapolis & St. Louis and Chicago Great Western lines, which cross and interchange with the Huron line, the "new" second-hand units have threatened an equally exotic fleet of F units with extinction. By the end of 1977 only 20 freight Fs remained, but, like the Alcos, these Fs keep coming back.

Let's take it from when RAILFAN visited Alco Country in 1977; I think you'll agree that the last four years have been a never-ending series of surprises. The first major change to occur was the retirement of the remaining RS3s at the end of 1977. All of the 244-engined units have been in jeopardy for some time, but the many light-railed branches not yet abandoned have so far saved those RSD4s and RSD5s that have avoided major failures. Internally the RS3s were in pretty good shape, and they were picked up by the Michigan Northern and Erie Western. Only one four-axle 244 escaped this purge, former CGW RS2 54, which has remained in service as the Huron yard switcher. In addition to the 244 attrition, two 251-engined units (RS36 405 and RS3/11 1624) had suffered crankshaft failures and begun a long repose on the dead line at Huron. With the ranks of Alcos considerably thinned, EMDs—mainly Geeps rebuilt by the Oelwein Shops from acquisitions from the Frisco, QNS&L and the UP (via Precision National)—became commonplace, especially in the yards along the line where the RS3s formerly held sway. On the M&StL and CGW, strings of Fs were replaced by strings of Geeps. Among the Alcos, the C&NW could, at best, assemble only three road sets east of Huron for through trains 495 and 482. The two C425-slug-C425 combinations were permanent fixtures in road service, and the other Alcos (RS3/11 1613, RS11 4251 and the five RSD 4s) alternated between road and local assignments. Mixtures of Alcos and EMDs became more commonplace in road service, with only the C425-slug sets typically pure Alco.

A long term decline in track conditions had lengthened running times, and the twelve-hour law necessitated that a crew change point be established at New Ulm, Minn., midway between the subdivision points of Waseca and Tracy. For some years the 25 miles of iron between New Ulm and Mankato has been restricted to ten m.p.h. In the C&NW's most recent timetables, Trains 482 and 495 are no longer scheduled runs. This problem was exacerbated by flooding along the line in the early summer of 1978. Thus, Alco Country was hard pressed for additional road power to keep trains 482 and 495 on the move.

Chopnose SD7s, SD9s, GP30s and GP35s appeared in force. Although there were seasonal ups and downs, the C&NW was, in general, short of power in this period, and leased power was not uncommon in Alco Country. When hybrid RS3/11 1613 also went down with crankshaft failure, the low point was reached in mid-summer 1979, and Alcos were decidely in the minority.

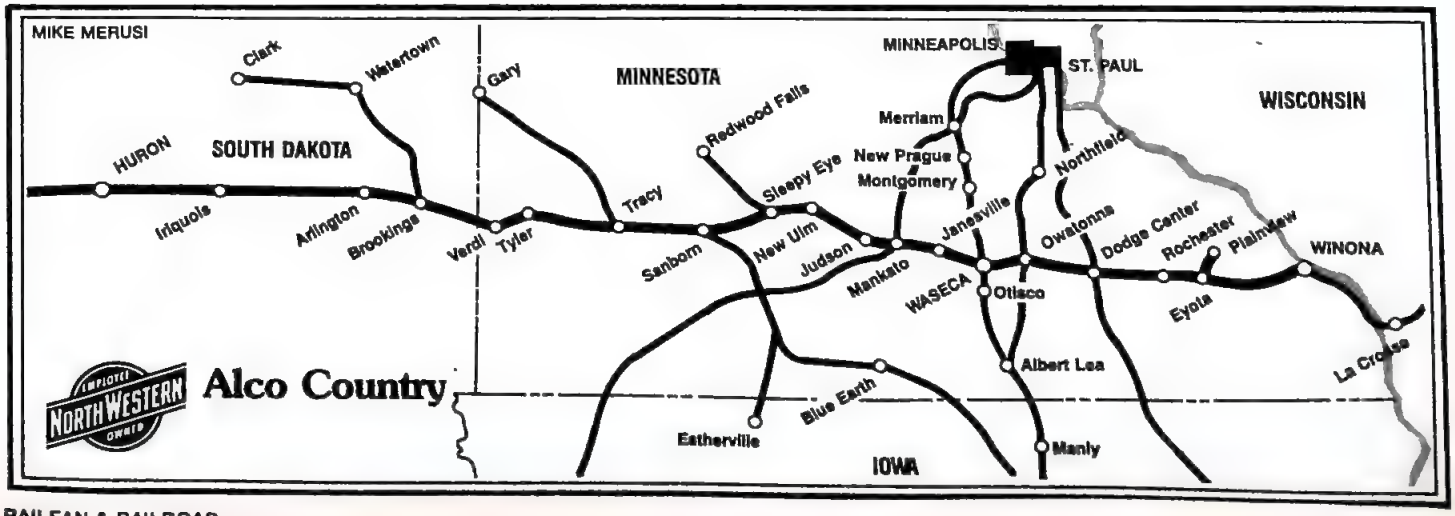
To everyone's surprise, however, the fortunes of the 251-engined Alcos turned around in September 1979. The 1613 had been rebuilt and returned to service, and it was reported that lone RS36 405 and hybrid 1624 would likewise be rebuilt. The real shocker, though, was acquisition through Diesel Supply Company of ten ex-Conrail RS32s. This rare Alco model, a relatively unsuccessful competitor of the GP20, saw only ten built for the Southern Pacific and 25 for the New York Central—and now ten of the latter had a new lease on life! These units, that had been sitting on Conrail dead lines for more than a year, were quickly overhauled, painted, numbered 4240-4249 and pressed into service by the C&NW. By early 1980 they had joined the pool of units east of Huron and were used interchangeably in yard, local and road service. The addition of the RS32s enabled the release of seven rebuilt Geeps that had been assigned to Huron. The RS32s also briefly crossed paths with two leased ex-SP RS32s, 4001 and 4003, just before their return to Chrome Crankshaft. While the Conrail RS32s were the big story, they were just the start of a grand show. Mix these morsels with liberal doses of leased power, more second-hand purchases, takeover of numerous Rock Island lines, appearance of brand new power and a reappearance of Fs, and you have quite an interesting recipe.

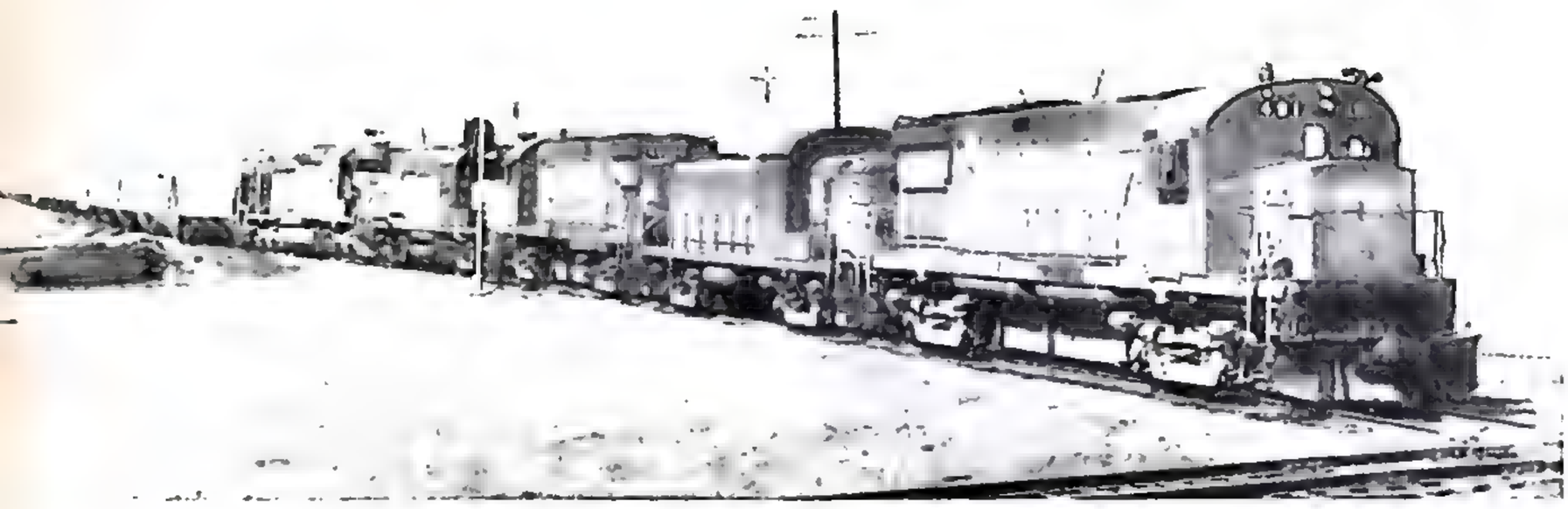
Amid the railfan euphoria caused by the RS32s there were some setbacks, however. The C425s were in general need of overhaul, and in early 1980 two of them suffered major failures: 401 a broken crankshaft and 404 a main generator. For a while it was rumored that 401 had run her last mile. Earlier, two of the RSDs also had been lost to crankshaft failure, that old Alco bugaboo. The first, RSD5 1666, was originally to be rebuilt, but the order was later cancelled, further depleting the ranks of RSD5s operating west from Huron. The other was 1619, the first of the RSD4s to succumb. It was relegated to the Huron boneyard, supplying parts to keep the remaining RSDs in service.

With the old reliable C425s out of service for a good part of 1980, the RS32s became the mainstay of road power. Locomotive consists were more variable than ever before, and, with luck, one could run into dynamite situations. On a visit in July, I had just such an experience. A check of the lineup at Waseca revealed a 482 just out of New Ulm at 5:00 p.m. with 4247 and 1517. I easily beat him to Judson, a small town west of Mankato with many good photo spots. As I stood on a quiet hillside in the early evening overlooking an RS32-RSD4 combination in 1980, I had to think what an unlikely sight in any year, anywhere!

Enter now the C&NW takeover of a number of former Rock Island lines, including the Twin Cities-Kansas City main, under ICC service order effective March 28, 1980. This not only impacted on C&NW operations in our area of interest but also further strapped the road for power, as no Rock locomotives were included in the deal. To fill the gap created by the sudden need to power the Rock lines, the C&NW leased 50 Conrail units shortly after April 1. Even SD40-2s were included in the group, a reflection on how things were going over on Conrail. The C&NW quickly found a longer term solution by returning to PNC for the purchase of 35 GP7s and GP9s. They were overhauled, renumbered, and pressed into service generally before repainting. Thus by mid-1980 the C&NW yellow and green consists began to be hyphenated by Conrail, Frisco and PNC colors. During the mid-summer, the Waseca switcher was ex-Frisco GP7 4455 for quite a period, one of the two units to replace the ex-SP RS32s.

EX-NYC RS32'S were with RSD4 1516 (left) at New Ulm on Sept. 12, 1980, while 4247 teamed with RSD4 1517 at Judson (below) on July 15. The C425 set was at Janesville on April 2.





REGULAR POWER on the Winona to Huron through freights is the pair of C425-slug-C425 sets. The 401 set was on eastbound 482 at Waseca on April 2, 1980, trailing RS32 4241 and leased Conrail SD40-2 6501. There's been a lot of foreign power, both bought and leased, on the C&NW in recent years. RS32s 4246 and 4240 were leading a westbound through Byron, Minn., on April 27, 1980, (right) with SD9 6603, C425 403 in a rare solo appearance, and an SD40-2. In mid-1980 Alcos are still strong on the Huron line, but a few have begun showing up in Escanaba, Michigan.

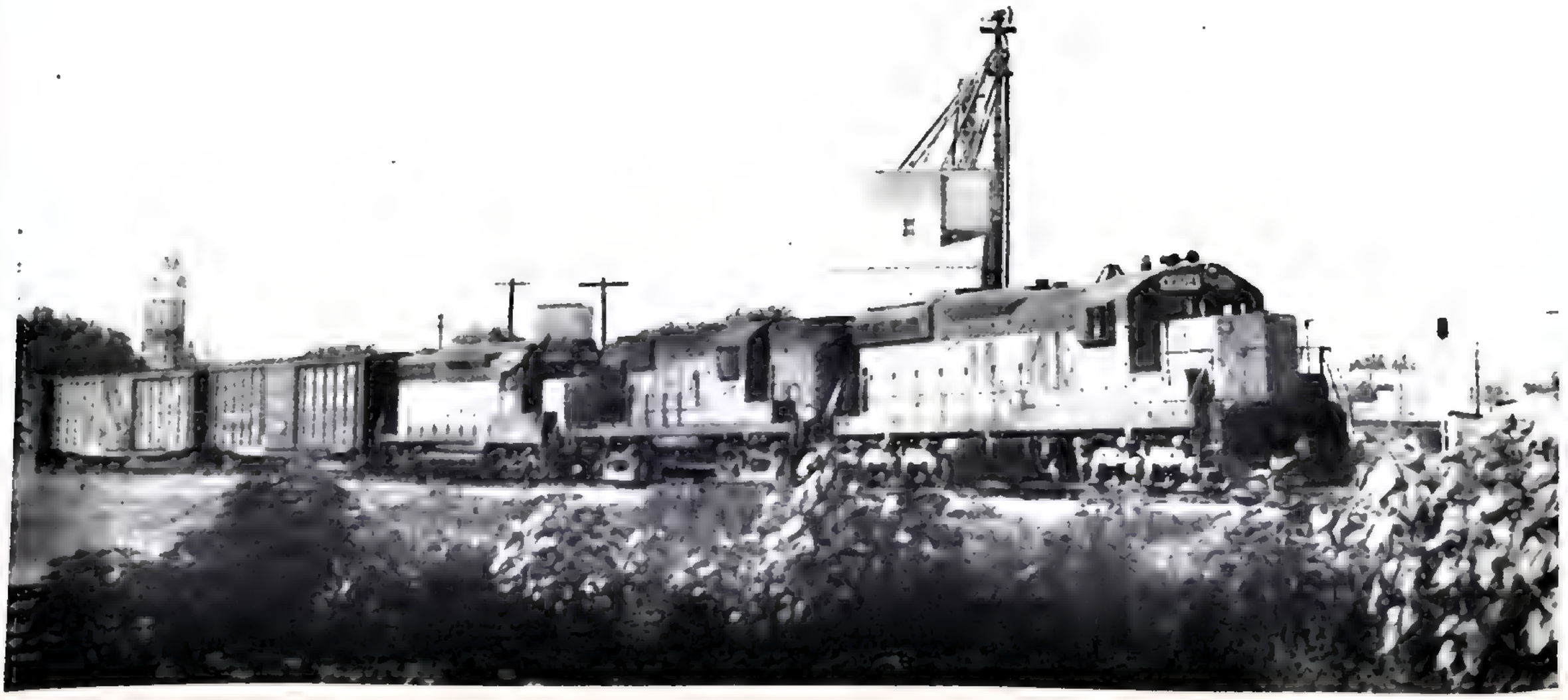
Determined to get those RS32s at every opportunity, I was back out on the line in August. This trip didn't turn up a big Alco show, but what a compensation! The grain rush had brought the Fs out of storage, and every train for two days between Albert Lea and Merriam on the M&StL had them. The chase was on, north-south instead of east-west. The reamining Fs are largely of CGW origin, inherited when the C&NW took over that road. At one time the C&NW had purchased a large number of second-hand Fs, but that program and those Fs were short lived, as the C&NW switched to the more functional Geeps when they became available in quanity. Speaking of the CGW, the through freights, 161 and 164, had been moved over to the former Rock line.

In September the Fs were still around but by then were being threatened by a new breed. Black and blue former-Conrail GP40s (the first examples of that model, originally built for the New York Central) were crawling over the M&StL. Some units had PNC markings, and reportedly 38 units have been purchased (they are slated for rebuilding at Oelwein and renumbering 5500-5537). Even with these purchases and the use of brand new 4600-series GP38-2s, the grain rush had the C&NW still in the lease market with 13 B&O GP40s and 25 PNC "SD10s" (ex-Southern SD24s). Any of the above could show up on the "Looie." I was therefore lucky to chase train 703 into Albert Lea from Otisco with an F in the lead. I then headed for New Ulm where the lineup had all four RSD4s working, one in the company of three RS32s at New Ulm itself. The number stencil most recently used on 1516 was obviously homemade, a commentary on the status of 244 Alcos. The RSD4s were transferred shortly thereafter to service west of Huron, joining the RSD5s.

November 1980 had the C425s back. I ran into 401-BU41-403 fresh out of the Huron paint shop on a 482 out of New Ulm. They looked great, but something was wrong. Finally it penetrated: the C425s were missing their cabside heralds. Plain CNW initials were in their place; I'm happy to report that this proved to be temporary. So 401 was indeed running again. The 251 Alcos never looked better!

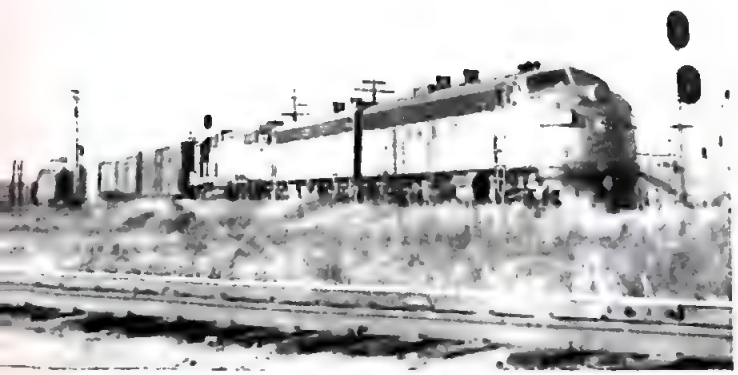
You've porbably gotten the point that railfanning in Alco Country can well be a drawn-to-dusk affair with little inactivity—if you're prepared to put a few miles on your car. Good roads and leisurely main line speeds make catching up relatively easy. Both on the Huron line and the M&StL the railroad is generally visible from the paralleling roads. My railfanning has generally been centered around Waseca, and I would say the density is best there. To illustrate what can be accomplished in a single day, permit me to relate the events of the day I spent in the area early in March 1981. For Alco action it was one of my all-time best.

I left the Twin Cities predawn, planning to follow the M&StL down to Waseca. I pulled into Merriam (the junction of the old CStPM&O and M&StL) at 6:45. A northbound extra on the Omaha line was waiting in the clear for Extra 4243 South (4243 is an RS32) from Cedar Lake Yard, a caboose hop due momentarily. Extra 4243's power consist in-



ROGER W BEE

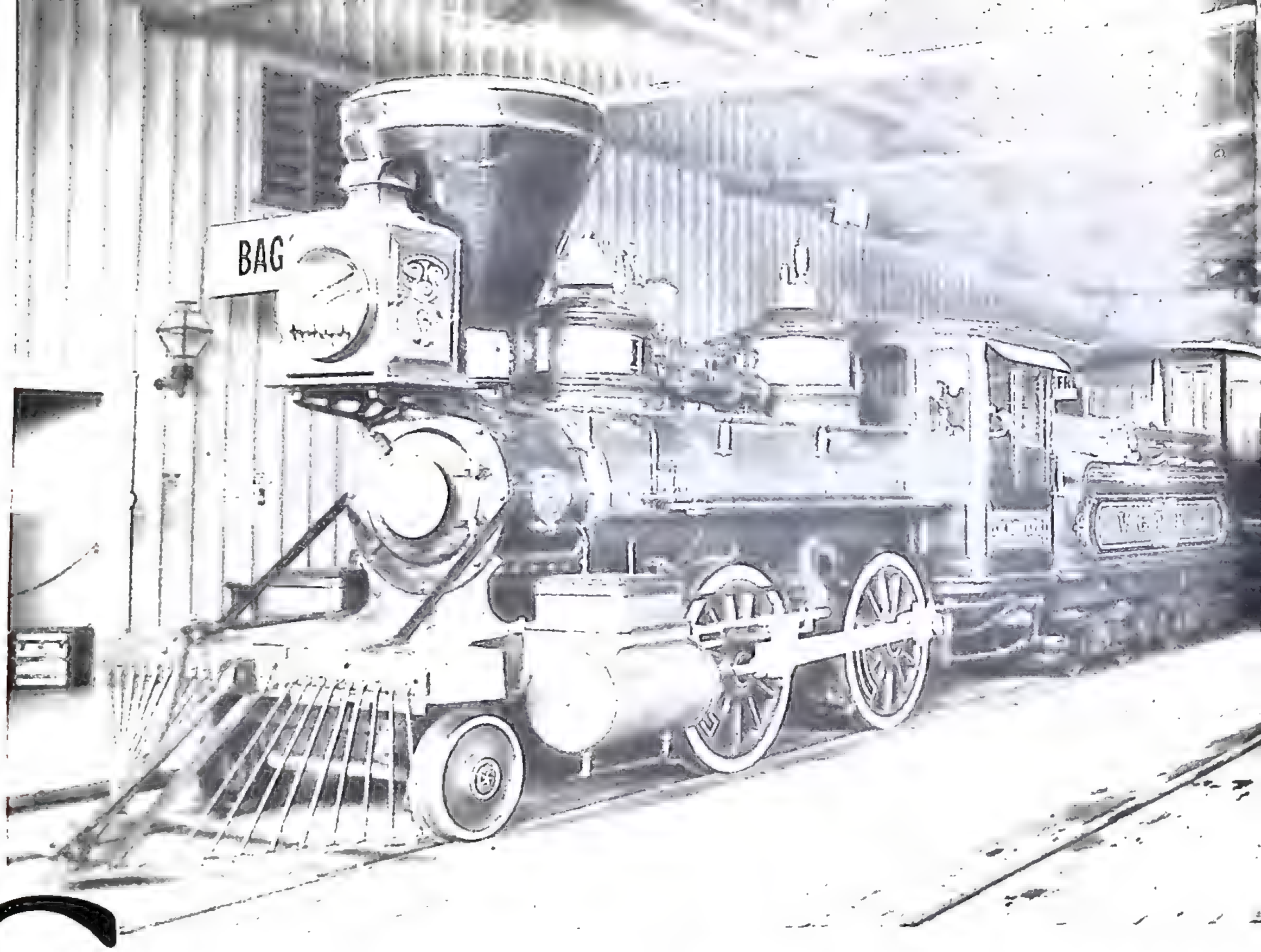
cluded two RS32s, RS3/11 Hybrid 1613 (freshly overhauled and repainted) and a Geep. Alcos on the "Looie!" Breakfast would have to wait. Extra 4243 would pick up a short train and, after meeting northbound 702, would head south to Albert Lea with stops at Montgomery and Waseca. After the northbound extra had cleared and a few sunrise shots of the caboose hop were taken, it was time to head south to pick up 702 for the run back to Merriam. I met him at New Prague, with two GP38-2s and a GP9. He seemed to be observing a slow order, so after a few shots I went directly back to Merriam, hoping to catch breakfast. But Extra 4243 was on the Omaha line north of the diamond ready to go, and by the time I grabbed a few shots 702 was already slipping in behind me. Now the chase of Extra 4243 was on, and he really rolled north of the slow order. His stop at Montgomery included a meal (was I envious), and I pressed on to Waseca. It was a good thing that I did, for the C&NW was humming, with southbound 703 just having left for Albert Lea, a turn from Mankato yarding a grain train later to be picked up by Extra 4243, and westbound 495 passing Dodge Center, an hour away. After a shot of the Mankato Turn with 402-BU41-401 setting out south of town, I headed south after 703. I finally caught him at speed at Harland; he then proceeded to outlaw south of town. A black GP40 was leading a conglomeration of second-hand Geeps, a combination worth recording. I had stretched my luck to come this far south, and headed back to Waseca in a rush only to find the Turn on his way back to Mankato. I chased west but soon gave up without contact in deference to incoming 495 to the east. He took longer than expected, and I second-guessed my earlier decision. The 495 had the other C425/slug set, 404-BU40-403, led by RS32 4240. Now I had verified that both sets had been through overhaul and repainting, and all units had their heralds returned; although several kept their CNW initials. With 495 in the yard, I returned to the depot to find that Extra 4243, which had sneaked through town while I was to the east, was leaving south with the grain train. Also, there was the news that the Mankato Turn was leaving Mankato with another train for Waseca. I chased Extra 4243 to a couple of spots as far as Otisco, but then it was time to head west for a meet with the Turn. I picked him up at Janesville. He was held west of town until the main was cleared of 495's cars by the Waseca switcher, none other than 4251, C&NW's lone RS11, whose Carolina & Northwestern lettering and Southern colors are showing through. With the Turn in and both C425/slug sets in the engine facility, I turned my attention for the last hour I had to spare to a little food and the drilling 4251. The big find of the day, no doubt, was Alcos on the M&StL, a truly uncommon event.



EVEN THE EMD power is interesting around Waseca. Homechopped SD9 6604 led freight 482 with RS11 4251 and a GP30 on Aug. 12, 1980. The Merriam Turn had two F3s and a new GP38-2 the next day. Matched F sets are not uncommon.

Still in search of additional permanent power, the C&NW consummated a long-rumored deal with PNC to acquire 120 former Rock Geeps. This deal is supposed to doom the remaining 244 Alcos with their being sold to PNC. Sad news. On my most recent visit, in May 1981, the Waseca switcher was 4128, a former RI GP7, already refurbished and painted. The best news on this trip was that RS36 405 is back in service. I didn't see it, but it was in the Waseca lineup.

If you're planning a trip to Alco Country this summer, don't put it off. As you can see, change is the only constant. Track crews have done extensive work in recent summers east of Waseca, and running times have improved. Work is also in progress on the New Ulm-Mankato segment. Personnel at any of the operating points are obliging with information, but don't wear out your welcome. This is a very businesslike operation. Above all, obtain permission before penetrating railroad property.



Steaming to Sacramento

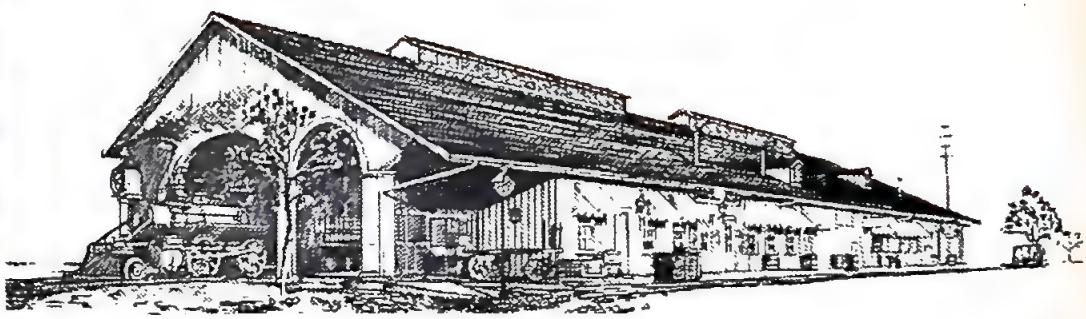
The occasion was the Grand opening of a very remarkable railroad museum

by Jim Boyd

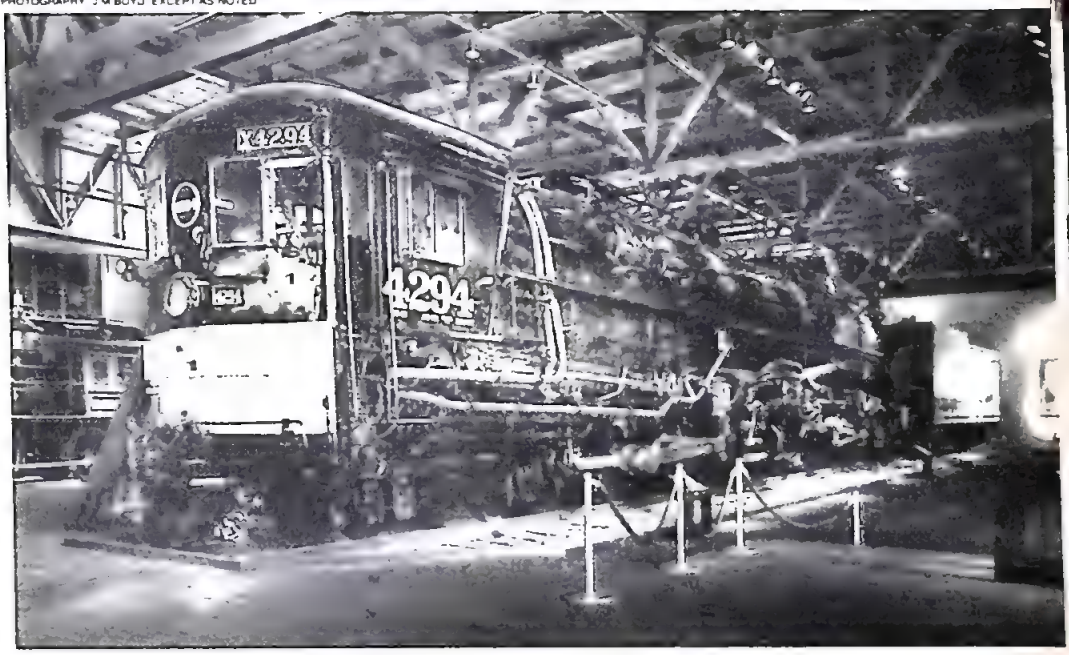
The groundwork for what transpired in the spring of 1981 dates back to 1937 when the late Gilbert H. Kneiss acquired Virginia & Truckee 2-4-0 21, the *J.W.Bowker,* for the Pacific Coast Chapter of the Railway & Locomotive Historical Society, of which he was founding chairman. That 1875 Victorian teakettle was the nucleus of a collection built up over the following decades of some of the most exquisite examples of Western railroad equipment. The collection continued to grow as excursion revenues provided funds for the acquisition of even more valuable pieces. Housed in a warehouse in San Francisco—at a site that was initially intended to be developed into a permanent museum—the equipment was well protected but of limited display value.

On March 1, 1969, an agreement was signed granting the chapter's 15 pieces of equipment to the State of California for placement in a new museum which would be built in the Old Sacramento Historical Park. Bay Area residents protested loudly at losing the collection, but the problems with the San Francisco warehouse site were becoming too much to be overcome. On July 13, 1970, Governor and Mrs. Ronald Reagan were the guests at a dinner hosted by the chapter and the Sacramento Trust for Historic Preservation aboard the late Lucius Beebe's luxurious private car *The Gold Coast* near the museum site. The governor subsequently signed the bill authorizing the state museum at Old Sacramento, and California voters funded it with a bond issue in 1974.

KEN JOHNSEN



PHOTOGRAPHY J.M.BOYD EXCEPT AS NOTED



THE FIRST STRUCTURE of the California State Railroad Museum to be completed was the relica of the Central Pacific depot, which now houses the first acquisition of the museum's forerunner collection, Virginia & Truckee 2-4-0 *J.W.Bowker.* Displayed inside the new History Building—the big building with the turntable at its west end—is the biggest item in the collection, SP Cab-Forward 4-8-8-2 4294.

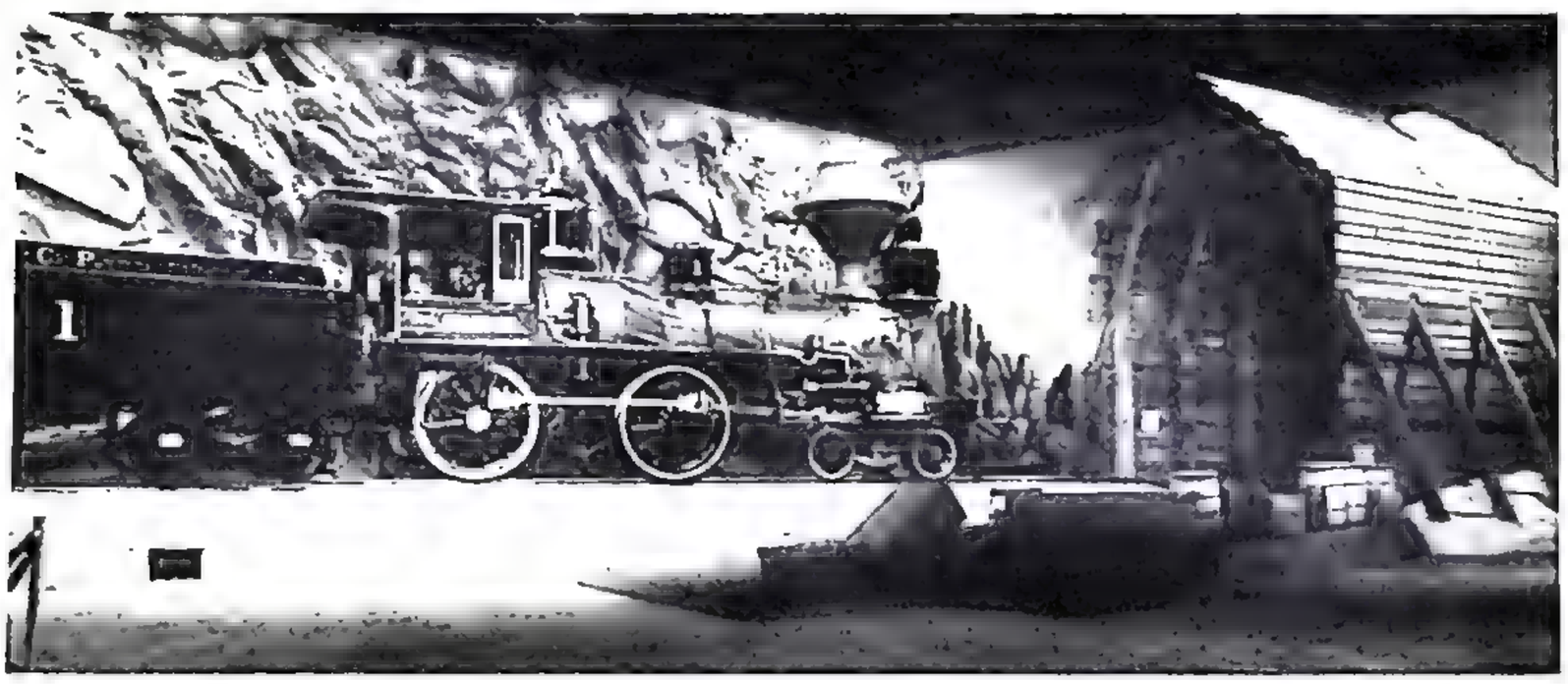
ARTWORK CALIFORNIA RAILROAD MUSEUM

The first phase of the project, an accurate reproduction of the 1867 Central Pacific Sacramento depot—the western terminus of the famous transcontinental railroad of "Golden Spike" fame—was completed in July 1976, and with additional funding assured, the bids for the construction of the History Building, with its Great Hall, were let in mid-1978.

To augment the R&LHS collection, other equipment began to be accumulated from various sources. The City of Sacramento came up with the biggest single piece: SP Cab-Forward 4-8-8-2 4294, which had been displayed in front of the Sacramento Station along with the Southern Pacific's first locomotive, the 4-2-4T *C.P. Huntington,* which the SP, in turn, also donated to the museum. Among the many acquisitions, the Santa Fe provided its "Death Valley Scotty" 2-6-2 1010, and a narrow gauge caboose came from railfan Ward Kimball. With its "home" in Sacramento, the Southern Pacific was particularly helpful and gracious; in addition to donating such things as the switchman's

shanty that once sat on the museum site, the railroad leased at no charge one of the buildings in its nearby shop complex for the museum's equipment restoration work.

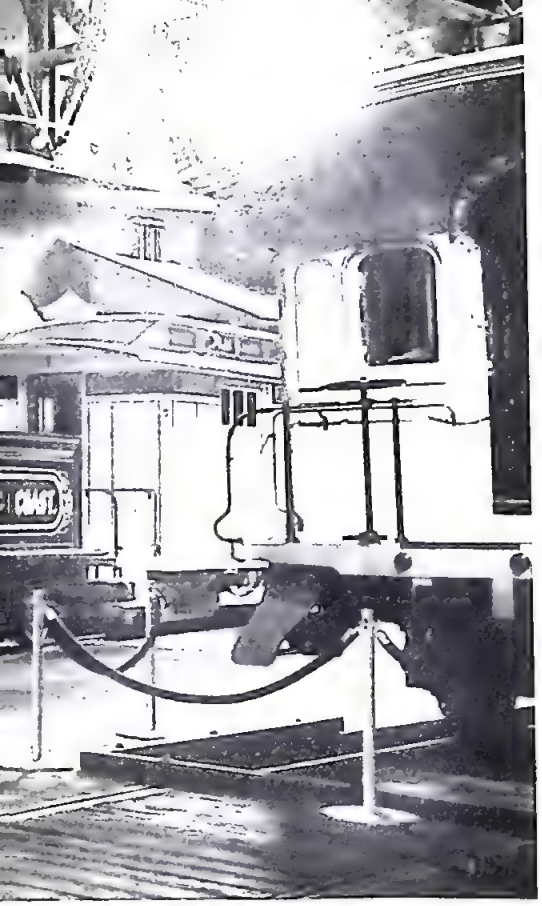
Rather than being just a fancy "warehouse" for dusty equipment, the Sacramento facility is described as an "interpretive museum," with the equipment displayed in individually-focused settings, augmented by appropriate surrounding items such as bridges, depot facades and manikins portraying workers. One end of the building is laid out like a roundhouse off the outdoor turntable. An entire narrow gauge freight train encircles the outer circumference of the "roundhouse" on the upper level in a typical Howe truss bridge. A sparkling brass-bound V&T 2-6-0, *Empire*, is displayed in an alcove of mirrors and dazzlingly illuminated. A visitor's first encounter with the museum's interior is through a huge diorama depicting a surveyor's camp in the Sierras with Central Pacific 4-4-0 No. 1, the *Governor Stanford*, poised between life-sized replicas of a tunnel portal and a snowshed. A narrow-gauge passenger train occupies a central portion of the Great Hall, and the rolling stock on hand ranges from Beebe's *Gold Coast* to a streamlined Great Northern RPO and a wooden refrigerator car to the heavyweight Canadian National Pullman *St. Hyacinthe* annimated with "floor shakers," sound effects and a lighting display outside the windows to recreate the feel of a moving train.

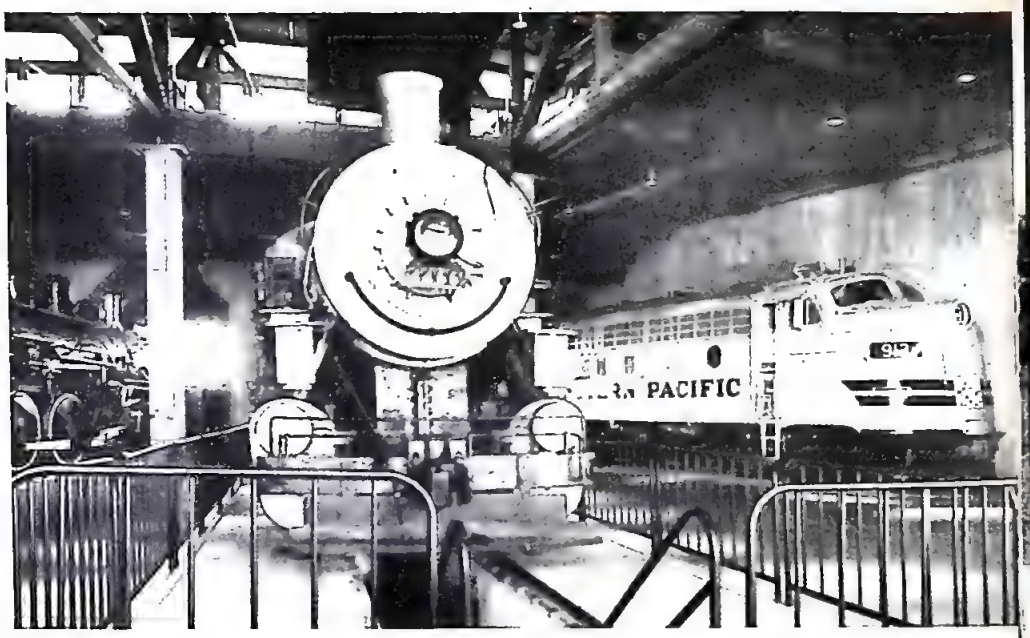


THE VISITOR'S first encounter after the orientation film in the History Building is Central Pacific's 4-4-0 *Gov. Stanford* in a huge diorama depicting a snowshed and tunnel in the Sierras. From there one enters the Great Hall.

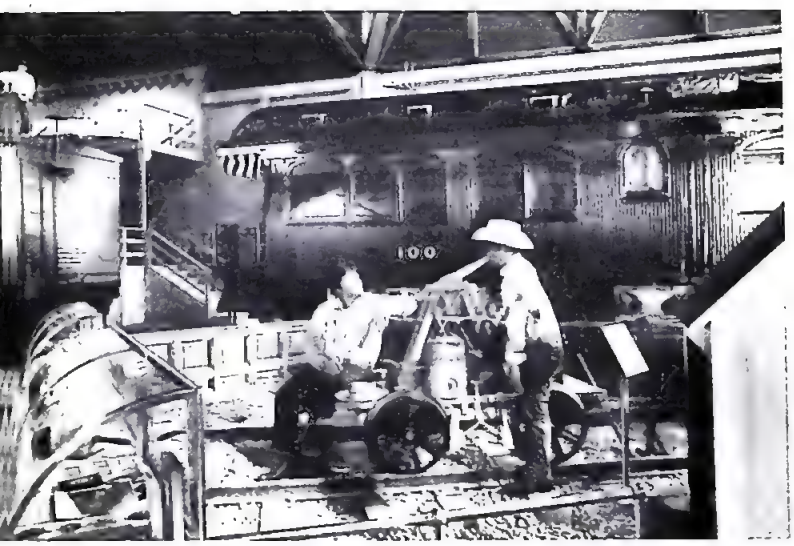
The celebration

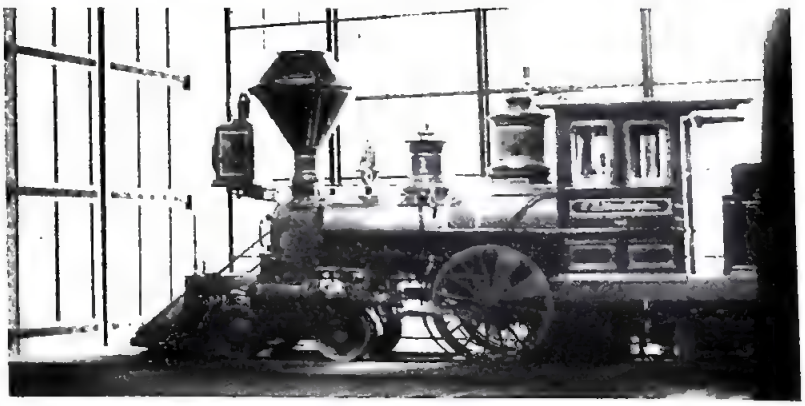
The opening of such a museum called for a grand celebration, and the word went out in late 1980 that just such an affair was scheduled for the first week in May 1981. All the railroads and historical groups in the U.S.—particularly those on the West Coast—as well as Canada and the rest of the world, for that matter, were invited to participate. However, while the museum would provide the hospitality at Sacramento, the problem and expense of "getting there"





CENTERPIECE OF THE GREAT HALL is a narrow gauge passenger train headed up by the *Sonoma* (left), built for the North Pacific Coast in 1876. W.P. President Flannery donated famous orange and silver F7 913 at the opening ceremonies. Visitors can walk the pit under UP 0-6-0 4466. Manikins are featured as railroaders. The *C.P. Huntington* gets a window view.





was left up to those who wished to participate.

While the railfan world was rampant with speculation about who would participate, many firm commitments became known as winter began to turn to spring. The Union Pacific would sent its trusty 4-8-4 8444 and was hedging on the possibility of accompanying it with Challenger 3985 until it could be road tested after overhaul by a group of employee/volunteers. The Southern Pacific, after initially dragging its feet, enthusiastically embraced the idea of restoring Freedom Train GS4 4-8-4 4449 to its original SP *Daylight* colors and operating a passenger excursion down from the locomotive's home town of Portland, Oregon. After expressing early interest, the Canadians had to decline because British Columbia's Royal Hudson was already committed to regular operation in May and the 4-8-2 6060 in Alberta would be too expensive to bring to California. Likewise, the Southern and Chessie found the cross-country trek too costly for any of their larger engines, but the Chessie was represented in steam by its *Tom Thumb* replica shipped westward in a boxcar. The Smithsonian's *John Bull* had been scheduled to attend, but a last-minute snafu with the Air Force transport that had been anticipated to fly it out there caused it to miss the show. The "oldest" engine represented at Sacramento was the *Rocket* replica from the National Railway Museum of York, England, making the celebration a truly international affair.

The journeys

Steam fans from coast to coast were focusing their attention on Cheyenne and Portland as spring drew near. From the frozen image of only weeks before, Union Pacific 4-6-6-4 3985 came to life on a test run from Cheyenne to LaSalle, Colo., on March 25, and on April 3 the 4449 steamed out of SP's Brooklyn roundhouse in Portland, Oregon, gleaming in an Imron coat of *Daylight* orange and red. The 4449 made her own test run on a freight to Eugene and return on April 7, and the stage was set for the Sacramento journeys.

After initially planning a run from Cheyenne to Sacramento via the anticipated-merger-partner Western Pacific, the UP changed its mind for a variety of rumored reasons: the California Highway Patrol didn't want a motorcade in Feather River Canyon; the Forest Service didn't want a fire hazard in Feather River Canyon; there were bridge and clearance problems with the centipede tenders in Feather River Canyon; the Southern Pacific had court action pending about diverting traffic from the "Overland Agreement" to the Western Pacific. Take your pick. The final plan called for the UP engines to run west from Ogden on the SP over Donner Pass. The UP trip had been planned all along as a non-revenue move, so the schedule remained flexible almost to departure time.

The UP doubleheader

At 4:55 a.m., Union Pacific's 8444 clumped onto the Cheyenne turntable in the pre-dawn glow of Thursday, April 23, 1981, and the Sacramento steam show was under way. Challenger 3985 took its turn and was coupled up behind the 4-8-4 before the low morning sun could make the assembled horde of photographers happy. About 15 minutes behind the 7:00 a.m. departure time, the doubleheader whistled off for Sherman Hill on a hodgepodge consist of yellow streamlined cars, a silver tool car, a center-bulkhead flat, five hoppers and a caboose. As would be typical of the entire UP move, the photos looked best if you cropped close to the engines.

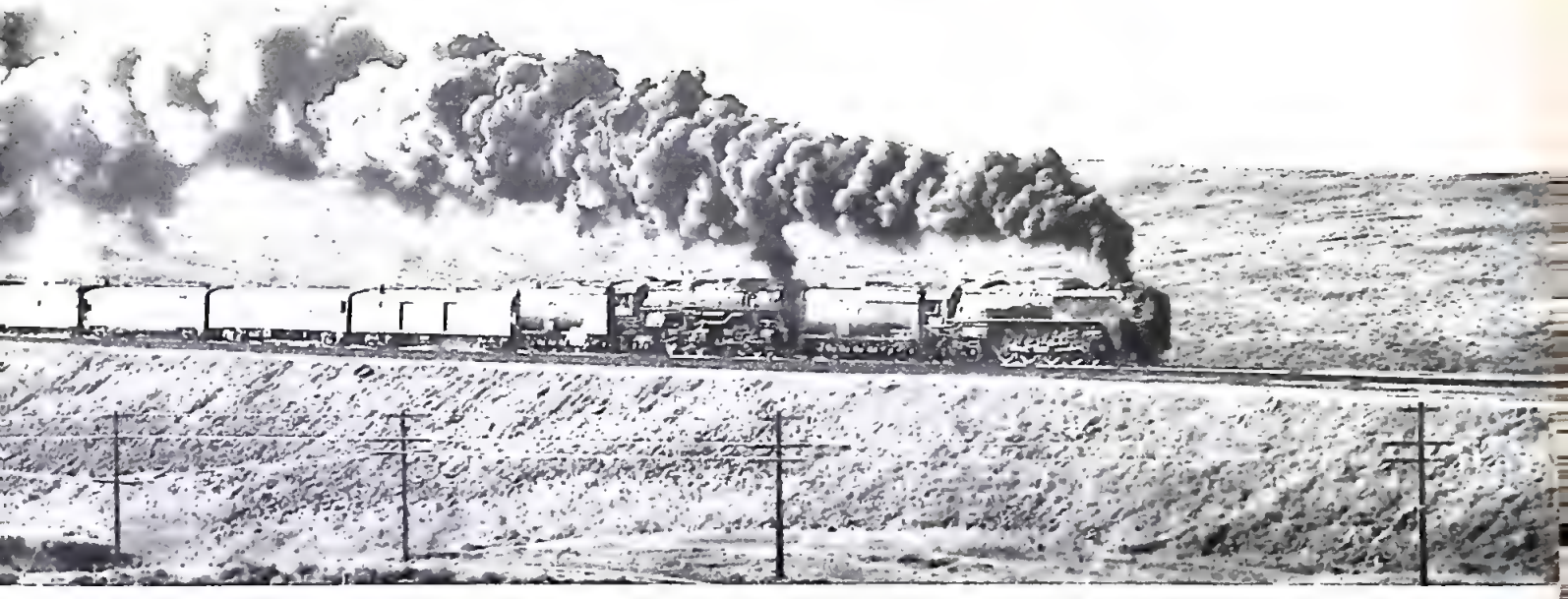
The Westward pursuit was a test of railfanning skill and judgement—as an unfortunate crowd on the old main at Borie discovered as the doubleheader shot up the Harriman line to the south! With the train attaining speeds in the 70-m.p.h. range, it was a lucky fan—or a damned foolish one—who got more than one shot between servicing stops. The Wyoming State Police throttled the massive motorcade with a 55-m.p.h. "bear parade" that gave the train an even greater lead between stops. The frustrations were great, but so were the photos when you got lucky with smoke rolling back, three sets of rods flailing and matched steamboat whistles booming away.

Green River, Wyoming, was the overnight stop, and the fans toting flashbulbs were rewarded with the engines being uncoupled and the Challenger available for front photography for the first time. Rolling smoke and lots of steam marked the next morning's departure at 7:15. It was a fast run west in

TWO PHOTOS WILLIAM BOTKIN

GREG NAZAROW

APRIL 23, 1981, saw the beginning of the steam parade to Sacramento as Union Pacific 4-8-4 8444 and Challenger 3985 moved out of the Cheyenne, Wyo., roundhouse. The sun was just peeking over the building as the engines were being readied for the road at 5:10 a.m.



WESTWARD BOUND on home track, the 8444 and 3985 made a beautiful sight departing Green River on April 24. On the previous day the pair accelerated in smoky splendor (below) up Sherman Hill's "new" line at Lynch, Wyo., after a freight ahead of them had cleared. With the light train, the engines never worked hard but hit speeds over 70 m.p.h.

WILLIAM BOTKIN

KENNETH JESSEN

THE CHALLENGER was uncoupled from 8444 overnight in each direction at Green River, Wyo.; this shot was made eastbound on May 14. On the westbound move, they made a dramatic departure (left) from Green River on April 24.

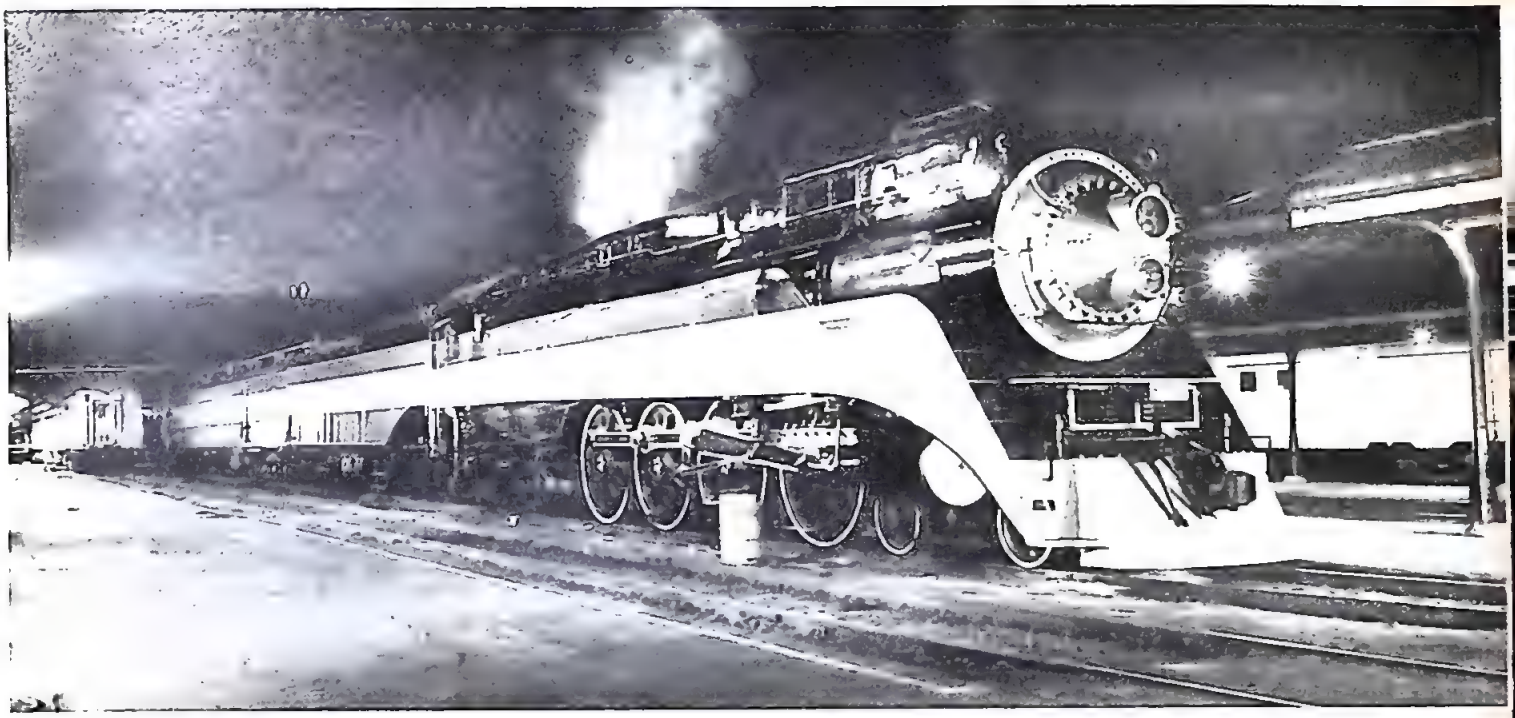
crisp morning light to the servicing stop at Evanston. A few miles west of Evanston the train made a photo stop for the UP photographers and two helicopters with TV crews from Ogden/Salt Lake to photograph the special and a UP freight doing the over/under routine at the bridge between the eastbound and westbound mains at Curvo. This was followed by a brief photo stop at the Castle Rock tunnel and two runbys in Echo Canyon. The numerous stops made up for the heavy traffic, and it turned out to be a pretty good day for photographers. The train arrived in Ogden about 1:30 in the afternoon, where the engines remained coupled together on display at the depot. The equipment would lay over Saturday in Ogden before heading westward again on Sunday on the Southern Pacific.

It is reported that the stewardesses on United Airlines Flight 767 detected something a little odd in the unusually heavy passenger make-up on their DC8 from Salt Lake City to Portland that Friday evening. A polite survey of the passengers revealed that 34 of the 81 on board were railfans who had abandoned their rented cars or traveling companions from the 8444/3985 chase and were bound for the 4449 at Portland!

Southbound *Daylight*

Even as the DC8 was winging the faithful through the friendly skies, the gleaming Imron *Daylight* was simmering in Portland Union Station coupled to a pair of matching *Daylight*-colored cars. Unlike the UP move, the 4449 was to head south the next day with a revenue passenger excursion operated by the SP for the Pacific Northwest Chapter NRHS. The crowd at the depot was small, and flashbulbs blazed away in an informal but disciplined group night photo session.

The next morning brought brilliant



IN *DAYLIGHT* COLORS, SP GS4 4449 spent the night before her April 25 departure in the Portland Union Station, recreating a timeless scene. The next morning she was storming over the elaborate trestles in the middle of Oregon City.

sunshine, and a heavy but orderly crowd was able to photograph the perfectly-lighted and usually unobstructed *Daylight* for the first time. The passenger train carried a real mix of paint schemes, but, fortunately, the cars of like colors were blocked together creating some semblance of order. The first two cars, PNW Chapter's baggage and sleeper-lounge *Mt. Hood,* were the highlight of the train by matching the engine's *Daylight* colors. Then came a boxy SP express-baggage in silver with red letterboard followed by six "Sierra Western" cars in NP-like two-tone green, privately owned and usually lodged on the Sierra Railroad. Six Amtrak cars were next, including an ex-GN Great Dome, a lounge and diner. Southern Pacific's handsome heavyweight business car *Airslie* in silver and red brought up the rear, with its open observation platform bedecked like a campaign train. At departure time the entire train was sold out except for a handful of one-way tickets to Eugene. There were about 330 paying passengers, while the SP had the last three cars reserved for its guests and the press.

The locomotive servicing crew was headed up by Doyle McCormack (now a locomotive engineer on the SP between Portland and Eugene) who had overhauled and run the 4449 during her Freedom Train stint. Among the firemen were Jack Wheelihan and Dick Yager from the Midwest, with whom Doyle had been working a year earlier on Ft. Wayne's Nickel Plate 2-8-4 765 hauling freight and passengers on the TP&W. "If you want the best spot," Doyle advised, "go out to the golf course just beyond Brooklyn Yard; that's where I'm gonna' open 'er up." He was as good as his word, and with the steam boiling into the cool morning air the *Daylight* was headed south with gusto.

Traffic in the form of two Amtrakers kept the pace relatively easy on the run to Eugene, although the 4449 was authorized 70-m.p.h. track speed where conditions would permit. The beautiful day deteriorated to heavy overcast and eventually rain as the *Daylight* paused at Eugene and then began the climb the Cascades. Ascending along Lookout Point Reservoir, the 4449 began starving for steam. As firemen Wheelihan later put it, "there was something wrong with that load of fuel oil, because no matter how hard we fired—notice all that smoke—she just wouldn't burn hot, and we were making lots of hot water and darned little steam!" A small water leak in the firebox wasn't helping things, either, so about ten miles from Oakridge they stopped and called for the diesel helpers awaiting them there. With the two SD45T-2s on the point, the train made a rapid climb to Cascade Summit, pausing high on the mountainside at Wicopee to take on water from the tank

and lineside standpipe that were still in place and functioning.

Over the summit, one of the helpers was sent back to Eugene, while the other was cut in behind the *Daylight* and connected to Doyle's "m.u. box" in the 4449's cab. The rain had turned to snow at the summit, and a movie run was made at Calimus before continuing downhill to Klamath Falls. Since the freight diesel had no steam lines, the train was without heat into Klamath Falls. Once in the yard, the diesel was removed and the 4449 was recoupled to the train to heat it overnight. Since there was no assurance that the firing problem could be solved, the SP dispatched a boiler-equipped SDP45 from the Bay Area on the head end of Amtrak's *Coast Starlight* to be available for the special the next morning. That night, the train was posed perfectly for night shots in the rain, with the photographers set up nice and dry beneath a highway overpass just ahead of the engine!

Spirits Sunday morning were as dreary as the weather. The SDP45 interrupted the continuity between the engine and matching cars, and the weather was cold and clammy. The overcast began to break up as the train made a stirring assault on Grass Lake Summit, and the sun popped out as it traversed the snow-covered terrain at Grass Lake. On the other side of the summit the countryside took on the eerie feeling of something out of *Star Wars,* with mists rising off snow-covered desert scrub back-

lighted by fleeting sunshine through low clouds. The dispatcher's shuffling of a couple of freight trains in the vicinity caused an unscheduled stop at a remote siding called Andesite. As the sun broke out, trip chairman Ed Immel got the dispatcher's permission to hold a movie run right there. It was one of the most gorgeous ever, with the sunlit *Daylight* on a sweeping curve against the snow.

Mt. Shasta manged to stay pretty much hidden in the clouds as the 4449 paused at another standpipe at Black Butte for water. The weather was definitely improving as the train dropped through Dunsmuir and wound its way down the awesome Sacramento River Canyon. There was blue sky and sunshine everywhere as the special came bounding across the great trestle at Redding.

A new load of fuel oil taken on at Klamath Falls hadn't taken long to get the 4449's fire back in shape, and the SP officials offered to remove the diesel if Doyle thought he could run without it. The SDP45 came off at Tehama, and in beautiful sunshine the *Daylight* tossed off the remaining 120 miles down the Davis line at 60 per with head held high.

In contrast to their Wyoming counterparts, the California Highway Patrol acted like a police escort—not a police roadblock—for the motorcade on Interstate 5. Their presence kept the "crazies" in line while permitting everyone else to at least keep up with the train. The CHP made a lot of friends that day.

UP on the SP

It's a little startling when you think about it, but there were *two* steam trains moving on the Southern Pacific on Sunday, April 26. In addition to the *Daylight*

KYLE BRAHM

SOUTHBOUND 4449 climbed along Lookout Point Reservoir (far left) near Eugene before picking up diesel helpers and making a water stop at Wicopee. The next day they made a beautiful movie run at Andesite (below), and later popped into the sun (above) for the fans below the Castle Crags.

JOHN BENNER

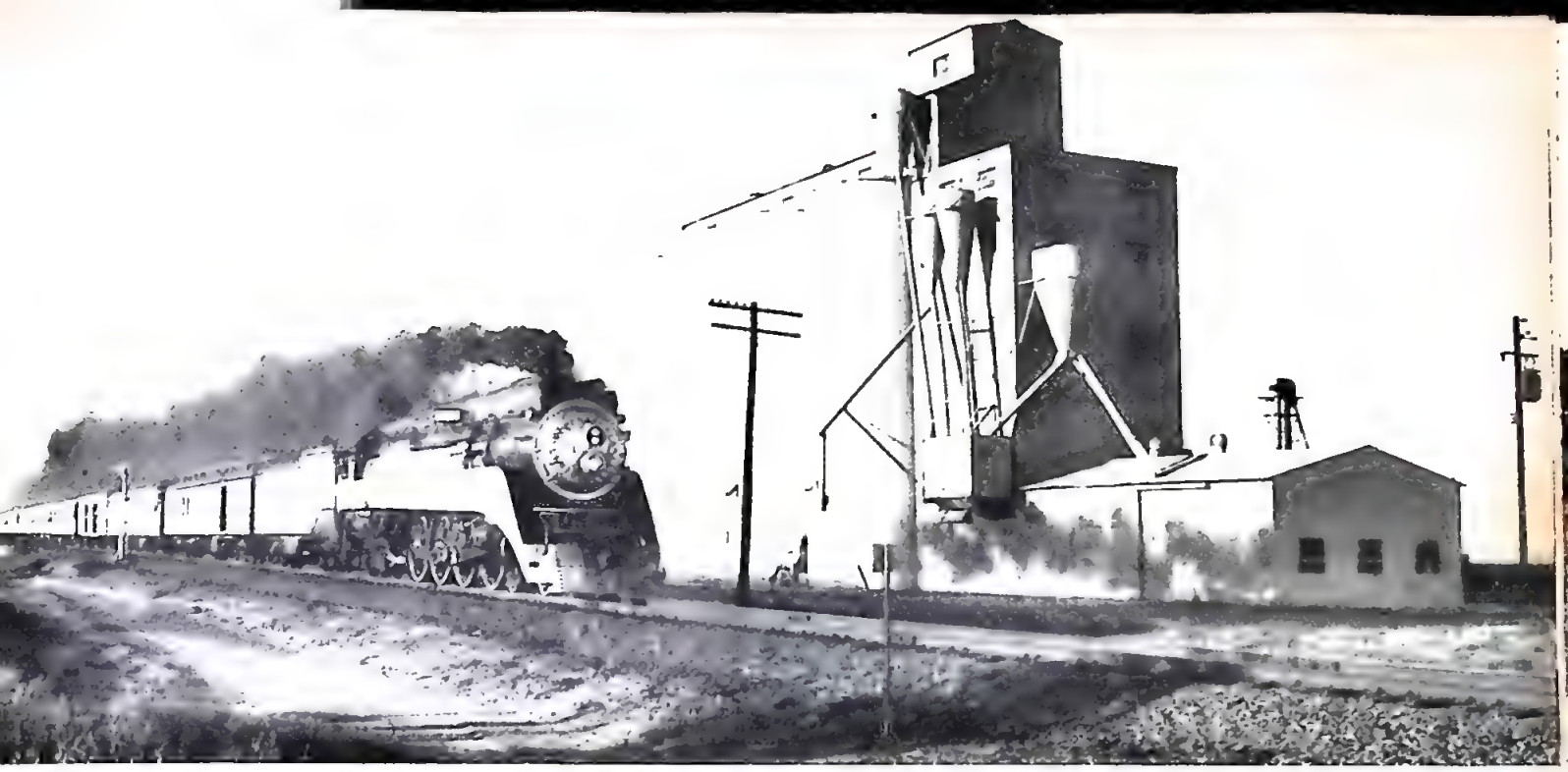
KLAMATH FALLS provided an opportunity for night shots in the rain on April 25. The next day the 4449 headed south with an SDP45 m.u.'d behind her tender. The run along Shasta Lake (below) is a breathtaking series of cuts and tunnels. With the diesel removed and sun shining (right), 4449 sped through Artois, Cal.

coming down from Klamath Falls, the Union Pacific doubleheader was westbound out of Ogden. With the consist down to three passenger cars, the silver tool car and the bulkhead flat carrying the stairway ramps to give the public access to the locomotive cabs at Sacramento, the two huge steamers would have had little work to do even if the SP hadn't put a pair of SD40s behind them. The diesels did virtually all of the work, with the steam engines kept just hot enough to take care of themselves (this was very logical, as it drastically stretched the mileage on the steamer's water and oil/coal). It's interesting to note, however, that the 8444 was the road engine and identified itself on the radio as "Southern Pacific Extra Union Pacific 8444 West," and addressed the engineer on the SD40s as the "helper" (the move was actually a triple-header, as there was an engineer on each steamer plus the diesel set).

The UP engines ran to Carlin, Nevada, on Sunday and continued on to Sparks, just outside Reno, on Monday. At Sparks the engines remained coupled together in the yard during the layover Tuesday. Wednesday, April 29, however, was to be their big day.

The only time during the entire westbound run on the SP that the steam locomotives were permitted to truly work was ascending the giant loops of Cold Stream Canyon near Truckee on the climb to Donner Summit. Brad Miller of Mobile Fidelity Records had made arrangements with the proper officials of both the SP and UP to have the diesels shut down and the UP steamers worked as hard as possible up the 1.8% grade. A motorcade of four-wheel-drive vehicles had an SP escort to a spot midway on the climb that was optimum for Brad's tape recording. The crew of the train really got into the spirit of the venture when they had the engineer on the SD40s not only shut down but actually kick his units into dynamic braking to increase the load on the steam engines—that's probably the first time diesels have ever gone *up* that hill on dynamics! It was a great scene to both see and hear.

The train made a pause at Norden before dropping down the west side of the Sierras toward Roseville. Although the engines were drifting against the diesels' dynamics, the visual images of the two huge steam locomotives walking among the high rocks coming down the mountain were stunning. The 8444's often-harsh black and white hues were becoming nicely muted with road grime, and the Challenger—downwind of the 4-8-4's oil smoke—was becoming abso-



lutely, delightfully filthy, acquiring the patina of a working freight engine. For the photographer who could crop before the end of the 3985's tender, the photos were timeless.

The California Highway Patrol was on hand with another "tactical alert" and had little trouble with speeders due to the train's slow and winding descent. Their problem this time was different, that of dozens of cars stopping on the interstate and creating a hazard for the fast "civilian" traffic dropping down the mountain. The police worked ahead of the motorcade and waved fans off to prevent their parking at particularly attractive but dangerous bridges and overpasses. They did, however, set up a fusee-protected parking lane at the spectacular Emigrant Gap overlook. Again, they made a lot of friends that day and kept everybody safe in spite of themselves without interfering any more than absolutely necessary with the motorcade.

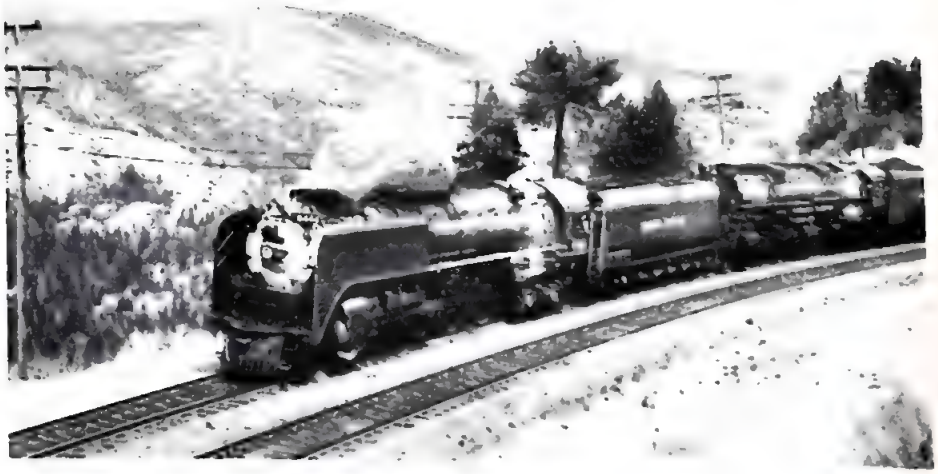
The crowds got heavier as the train neared Roseville, and the vacinity of the yard itself was a mob scene. The local newspapers and broadcast media were having a field day, and smoking locomotives were appearing on almost every front page and news spot. The engines laid over in Roseville the next day and were scrubbed of their road grime. On Friday, May 1, the two UP engines—sans diesels—made a triumphant early morning move from Roseville the few miles into Sacramento and the Railfair site.

The Grand Opening

Everything was in place Saturday morning, May 2, for the opening ceremonies. The Old Sacramento site consists of about a dozen city blocks of original and reconstructed historical buildings located along the Sacramento River levee. The river is navigable down to San Francisco Bay, and back in the 1860s the area that is now Old Sacramento was the commerical center of the city and the western terminus of the transcontinental railroad.

With the railroad History Building forming the north boundary of Old Sacramento, a pair of railroad tracks line the west side along the river bank. From the reconstructed Central Pacific depot northward, more tracks extend toward the museum's turntable area. Within this area were displayed all the locomotives and equipment that were visiting the Grand Opening. On the "main line" were positioned from the north SP 4449, UP 8444, the Challenger and Castro Point's SP 0-6-0 1269. All of these locomotives were under steam and moved from time to time. On the "dead" track next to the river were an SP rail detector car, rotary snowplow and Sacramento-rebuilt SD40E plus a fiberglass covered hopper and a National Railways of Mex-

THE DOUBLEHEADER was on SP track as it dropped downhill at Emigrant Gap on the April 29 move over Donner Pass from Sparks, Nev., to Roseville, Cal.



ico GE B23-7. On a track adjacent to the depot was the Santa Fe display train headed up by diamond-stacked 0-4-0 *Little Buttercup*. The tracks between the depot and the museum turntable were occupied by a wonderous array of locomotives under steam including Short Line Enterprises' beautiful 4-4-0, England's *Rocket* and Chessie's *Tom Thumb*, Hillcrest Climax 10 from Washington and an incredible little logging "gypsy" engine from the Northern Counties Logging Interpretive Association at Eureka, California. There were a total of nine locomotives under steam and moving around the grounds during the festivities! The area around the turntable was fenced off and lined with grandstands for the "Song of the Iron Horse" pageant that would play three times a day. Amtrak participated with a display of equipment—including new Superliners—at the nearby Sacramento depot and by running a special train from the Bay Area up for opening day.

Opening ceremonies commenced around noon on Saturday with speeches by Dr. Denny Anspach of the R&LHS, the museum's Acting Director Stephen E. Drew, local political figures and celebrities, CalTrans Director Adriana Gianturco and Governor Jerry Brown. Speaking from a platform with the *Daylight* colors of 4449 for a background, Governor Brown proclaimed, "We have a past here, and we ought to sense it in our bones and love this soil and what we have created here." After the ceremonies he and Director Gianturco posed in the cab of 4449 for reporters.

CALIFORNIA GOVERNOR Jerry Brown made a speech at the opening ceremonies on May 2 and then took time to climb into the 4449's cab and pose with its crew.

The pageant

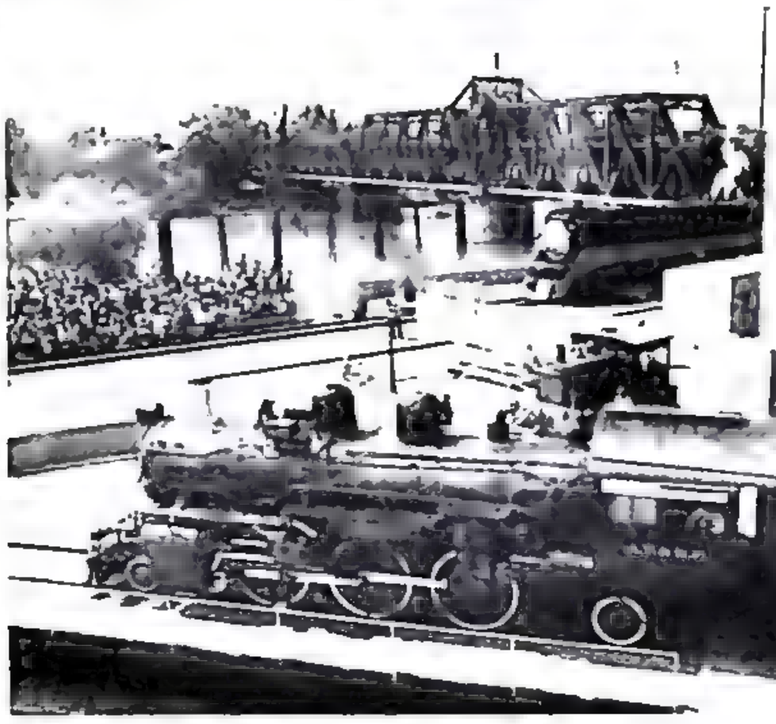
The focal point of the activity at the museum site was the "Song of the Iron Horse" pageant, an hour-long program of live musical and dance numbers with rail-related themes incorporating various live locomotives in the production. The star performer here was the elegant 4-4-0 No. 8 owned by Short Line Enterprises (built by Cooke in 1888 for the Denver, Texas & Ft. Worth, this engine was on the Dardanelle & Russellville in Arkansas when acquired as a "movie engine" by 20th Century Fox in the 1940s; it was sold to SLE in 1971 and has since seen service on the "new" V&T and the Sierra R.R.). The pageant opened with the bluegrass renditions of the South Loomis Quickstep Band as the No. 8 steamed on stage and took a spin on the turntable. The *Rocket* and *Tom Thumb* alternated in representing railroading's earliest years as the Galena Street East dancers and singers performed a medly of numbers ranging from an original piece on the Tom Thumb—"the horse won!"—to "Alabamy Bound" and "Carolina in the Morning." A handcar was the vehicle for the New San Francisco Jubilee Singers doing railroad working chants in "gandy dancer" garb. Then 4-4-0 No. 8 took the stage again with one of the famous Sierra "Angels Camp" shortie coaches as Tracy Walton sang about lovers "goin' away and comin' back." The handcar got used again for a clowns-versus-cop routine, before Lenny Walker came on with a solo of traditional folk songs in a hauntingly lonesome mood accompanied only with his own guitar. Then things livened up as the roundhouse doors swung open and the bluegrass band rolled onto the stage playing their music on the pilot deck of the Santa Fe "Death Valley Scotty" 2-6-2 1010, chugging onto the turntable on compressed air power. The dancers then returned as soldiers and girlfriends in an upbeat "Choo Choo Cha-Boogie" tribute to the era of the War and the streamliners highlighted by a runby with the 4449. With the single track in front of the audience, how do you then get a 4-8-4 backwards past the crowd without being obvious that you're simply getting it into position for the finale? You chase it past the crowd with the clowns on the handcar! (We understand that one night the *Daylight* crew pulled a little joke on pageant director Barry Garland by having the clowns on the 4449 being pursued by engine crew Doyle McCormack and Dick Yager on the handcar!)

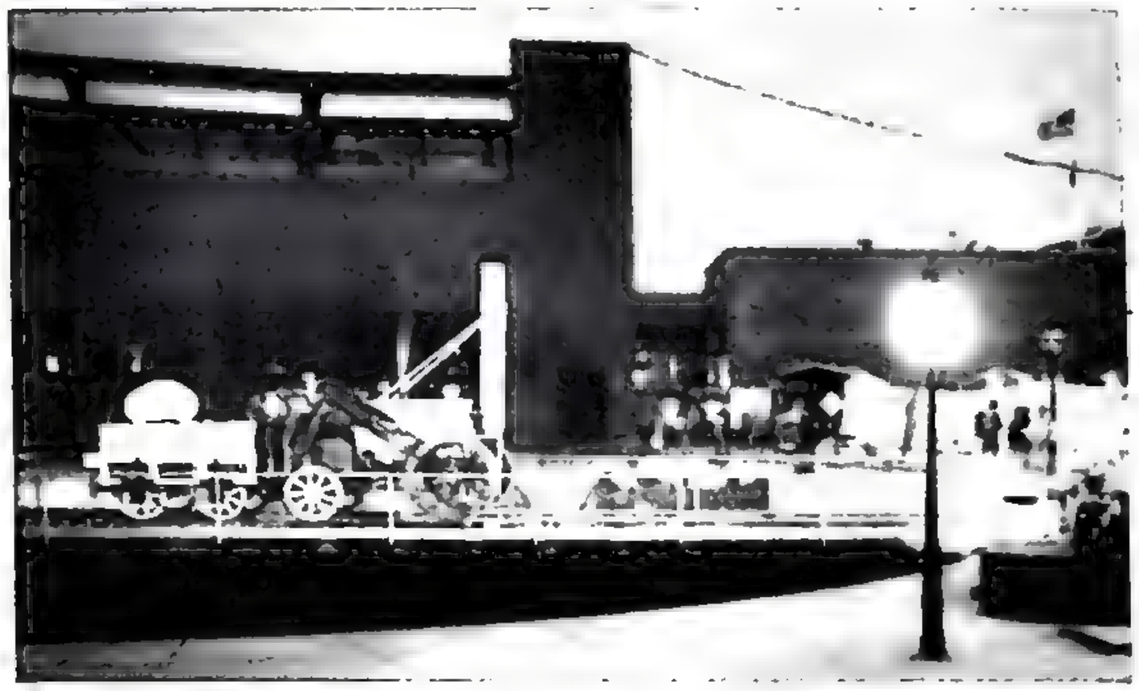
After young Rachel Minke's solo on "Wayfarin' Stranger," the entire cast assembled for the finale for a patriotic tribute to America's railroads with the SP 4449 and UP 8444 symbolically recreating the meeting of the *Jupiter* and 119 at Promontory in 1869 as a huge flag unfurled behind the turntable.

All in all, it was a very entertaining show, even though the performers—usually with cordless microphones—often seemed a little overwhelmed by the vastness of the outdoor "stage." The crowd enjoyed it, and the grandstands were full right through the week. Everyone who attended the pageant was presented with a beautiful "Southern Pacific salutes Railfair Sacramento 1981" belt buckle with the image of the *C.P.Huntington* on it (the S.P. reportedly gave away 35,000 of the buckles during the celebration).

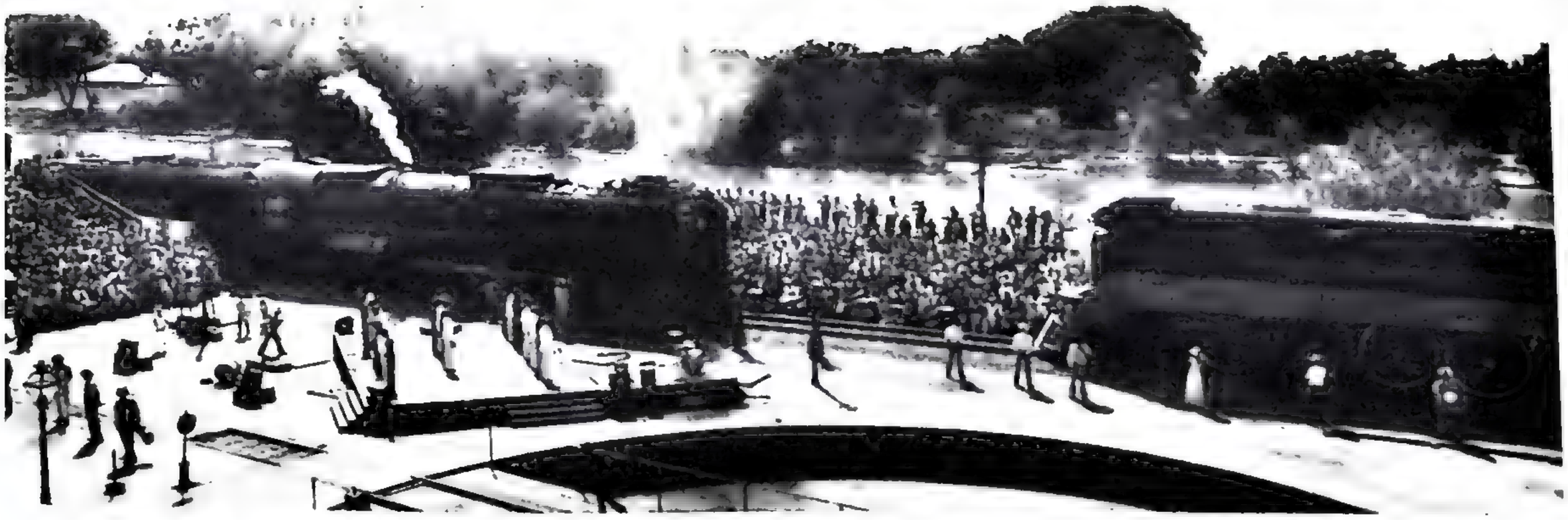
One of the more humorous notes about the pageant concerned the 4449 "hiding" off stage behind an eight-foot-high canvas-covered chain link fence. Now, you just can't *hide* a 4-8-4 like that, and the 4449 spent the entire show with its silver face peering over the fence at the audience. As the South Loomis Quickstep Band was ripping through one of their bluegrass numbers—"Wabash Cannonball," in all likelihood—someone noticed that the 4449's Mars Light had its bulb turned off but the reflector mechanism still working, gyrating in perfect time to the music. It was like watching a 200-ton locomotive nodding its head to the beat. The audience loved it.

The pageant was presented a three times daily, at 2:00, 4:00 and 8:00 p.m., and while the daytime performances





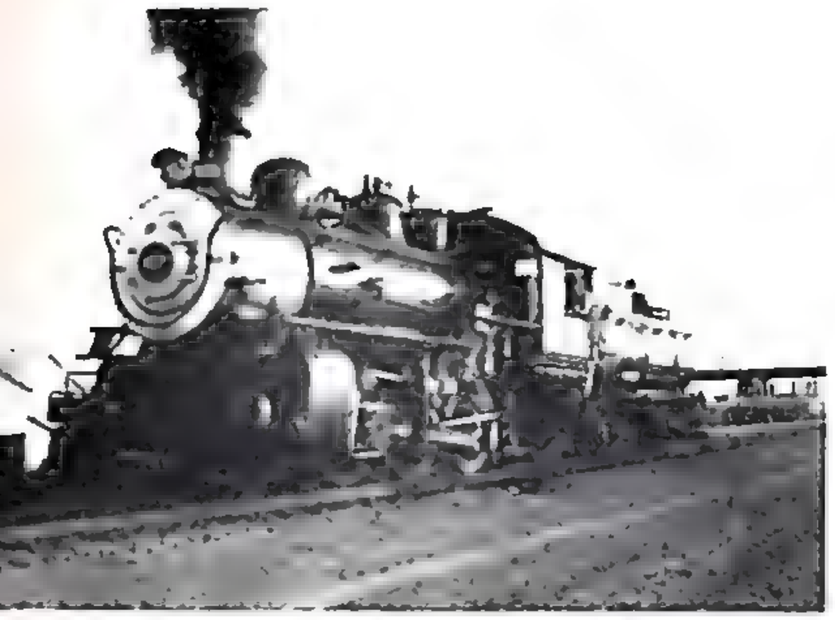
SONG OF THE IRON HOSE featured Short Line Enterprises' beautiful 4-4-0 under steam and Santa Fe's "Death Valley Scotty' 2-6-2 1010 performing on compressed air power. The "oldest" visitor to Railfair was England's *Rocket,* in replica form. The 4-8-4s met for each finale.



were best to photograph, the evening shows were much more exciting to watch. The darkened sky and lights of Old Sacramento in the background gave the stage lighting much more impact.

Surprise moves

In the rather crowded surroundings of the display sites, many railfans were frustrated in their attempts to photograph the locomotives—the much-desired Challenger was probably the most difficult subject because of its sheer size and being faced north. With most having simply "written off" the photo opportunities and departed, there were surprisingly few railfans on hand when the big locomotives began to disappear down the track to the south following the afternoon pageant.



EACH AFTERNOON SP 0-6-0 and UP 4-6-6-4 3985 would back down the levee. See the color photos on page 67.

Needing to get the Challenger to a siding on the levee south of the fairgrounds where a clamshell crane and a hopper of coal were located and the 8444 and 4449 to where they could be reached by a fuel oil truck, the whole parade of locomotives chuffed down onto the street trackage with SP 0-6-0 1269 leading the way. Observed by only a handful of photographers, the 0-6-0 and Challenger moved into an open industrial area with a beautiful unobstructed foreground in evening sunlight. This turned out to be a daily occurrence, and it produced some of the best photography of the Challenger of its entire westward trek.

The real delight came, though, in the form of the 0-6-0. Built in the SP's Sacramento Shops in 1921, the oil-burning 1269 is owned by the Pacific Locomotive Association and operated on their Castro Point Railway Museum at Richmond, California. Painted and lettered in proper SP livery, the switcher with its Vanderbilt tender was every bit the match for 4449, 8444 and 3985 in authentic appearance. "Trapped" behind the Challenger on the stub-end levee branch, the 0-6-0's crew quickly discovered the delight of backing the engine through the tank farm and past the marine to the end of track about a mile away down the levee. With its beautiful chime whistle clearing the way—there wasn't really much to "clear," as few were aware of its ramblings—the switcher made numerous long runbys for the handful of fans who discovered what was going on. (Can you imagine turning your back on a live 4-6-6-4 to watch an SP 0-6-0 running on industrial trackage in 1981?)

The finale

After a week of festivities, Railfair '81 came to an end with the completion of the 8:00 p.m. "Song of the Iron Horse" pageant on Sunday evening. A change in the finale had the 0-6-0 1269 pulled into the turntable and swung around as UP 8444 nosed in on the turntable lead track right behind the stage. The 4449 then moved up to face Challenger 3985 as it was announced that this day, May 10, 1981, was the 112th anniversary *to the day* of the driving of the golden spike completing the transcontinental railroad on May 10, 1869! Two live UP and two live SP steam locomotives cut loose with a resounding whistle salute, and it was all over.

Postscripts

Although Railfair was now history, there were still three big engines and some small ones to be gotten home. The UP engines did essentially a rerun of their westbound trip, returning to Sparks on Monday, May 11, Carlin on the 12th and Ogden on the 13th with the help of SP diesels. Once on home rails they ran without diesels to Green River on the 14th and returned home to Cheyenne on May 15. The Rocky Mountain Railroad Club reports that the UP has informed them that the 3985 will *not* be available for their July 11 excursion (which will use the 8444) and that no public trips are anticipated with the Challenger in the immediate future.

Daylight 4449 had a much more circuitous journey home. On Monday, May 11, she headed south on what the crew dubbed "The *Daylight Mixed*" with a tunnel motor, the two *Daylight* cars, the "Glasshopper" fiberglass covered hopper, a caboose and the *Airslie*, bound for Los Angeles. She spent the night at Bakersfield and made a very early departure on May 12 to be on display in Los Angeles Union Passenger Terminal by noon to help the city celebrate its 200th birthday.

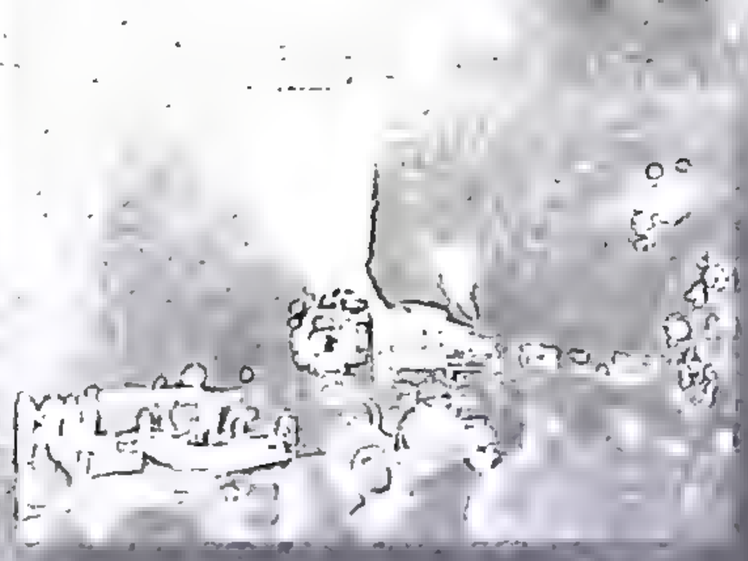
At noon on Wednesday, May 13, the 4449 departed L.A. and made a run up the Coast Line (see page 67) wearing the *Coast Daylight's* number 99 in her indicator boards. A night in San Luis Obispo then brought her to Oakland on the 14th. On Saturday, May 16, the 4449 headed the big passenger train out of Oakland via Davis to Klamath Falls. Misfortune befell her in the early hours of the next morning when a bottom flue let go as the engine sat in the Klamath Falls yard. It would be an easy thing to repair once they could get the engine cooled down, but waiting for the steam engine would have badly delayed the train. Everyone decided to expedite the passengers home with diesels, and the *Daylight* followed the next day as far as Eugene. Not about to wrap up the Railfair adventure on a sour note, the SP gave the 4449 a 15-car freight—and no diesel—to take home to Portland.

There are no plans at the moment for further operation of the 4449, although she will be stored in a protected stall in Portland's Brooklyn roundhouse. The California trip revealed that the engine is basically sound but will need some proper boiler work before being turned loose again as a reliable engine.

The Southern Pacific was reportedly impressed at the public reception of the engine in "its own" paint scheme and may be having second thoughts about its previously negative attitude toward steam. A hint of this is the fact that a month after the closing of Railfair the SP loaded 0-6-0 1269 aboard a flatcar and had it headed for four days of operation for "Railroad Days" at Dunsmuir.

The opening of the California State Railroad Museum and Railfair '81 seemed to develop in a hurry and blaze with brief glory. The whole project, however, really does trace its origins back to Gilbert Kneiss and his Pacific Coast Chapter R&LHS. When he acquired the *Bowker* in 1937 and began the collection that would result in the Sacramento museum, not one of three big locomotives that would provide the main line spectacular for the museum's opening had yet been built!

There hasn't been a railroad affair like this since the Chicago Railroad Fair in 1948-49, and it's impossible to predict when there will be another. What makes this one so satisfying, though, is knowing that the beautiful California State Railroad Museum will continue on long after everyone else has gone home.



NIGHT ENHANCED the images at Railfair. The pageant was more dramatic (above) and the scenes were less cluttered. The 8444's fireman looked toward the 4449 (below), the 3985 simmered and 0-6-0 1269 dozed beside an NdeM B23-7 (bottom). 4-4-0 No. 8 posed at the CP depot.

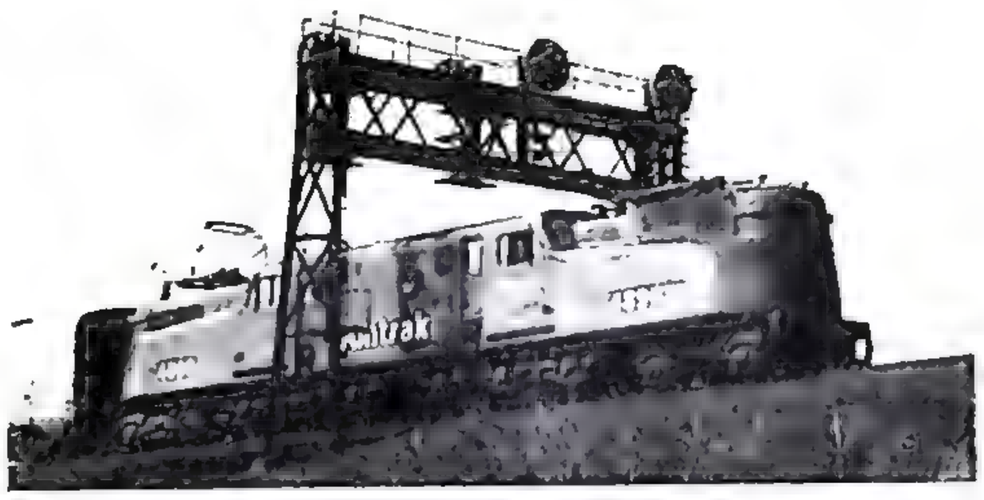
DAVID PLOWDEN

4800 Shown here at South Amboy, N.J., in March 1955, "Old Rivets" 4800 was purchased from Conrail for $30,000 in 1980 by the Lancaster Chapter NRHS for display at the Railroad Museum of Pennsylvania at Strasburg.

Parade of the preserved

Last winter Amtrak let it be known that it would make available any of its retired GG1 locomotives to any legitimate historical organization for $5000 F.O.B. Wilmington, Delaware. On March 20, 1981, representatives of museum groups met with Amtrak officials and "divvied up" the fleet. The photos here illustrate the units that were spoken for there, along with two previously commited—J.B.

JIM BOYD

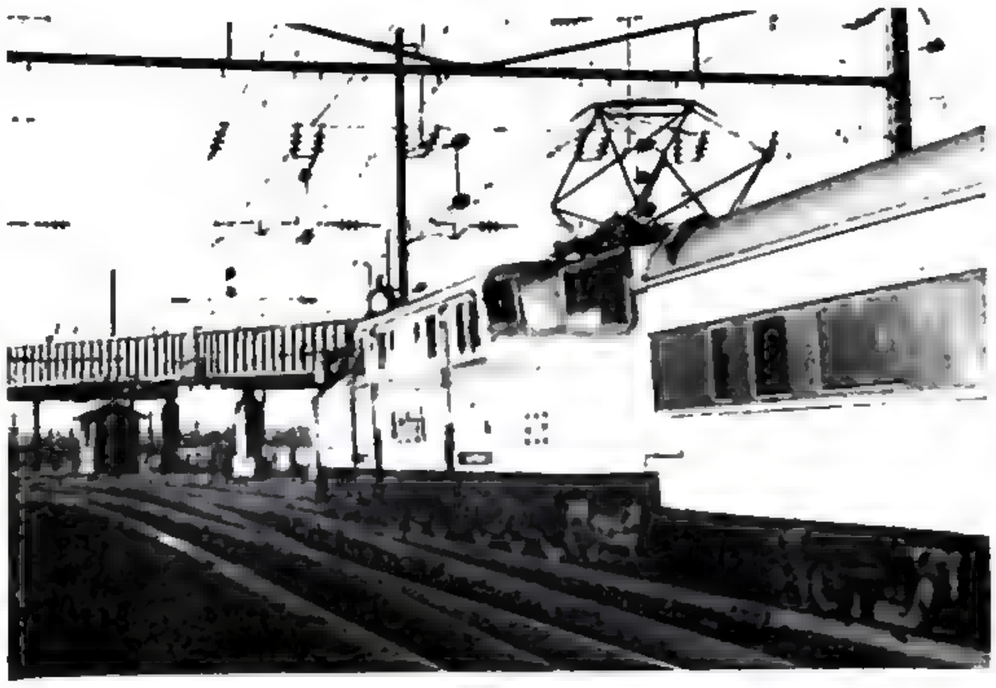


4890 The B&O Railroad Museum in Baltimore gets the 4890, shown at Kearny, N.J., in 1977.

4913 The first GG1 sold by Amtrak, 4913 went to the Railroaders Memorial Museum at Altoona in 1980.

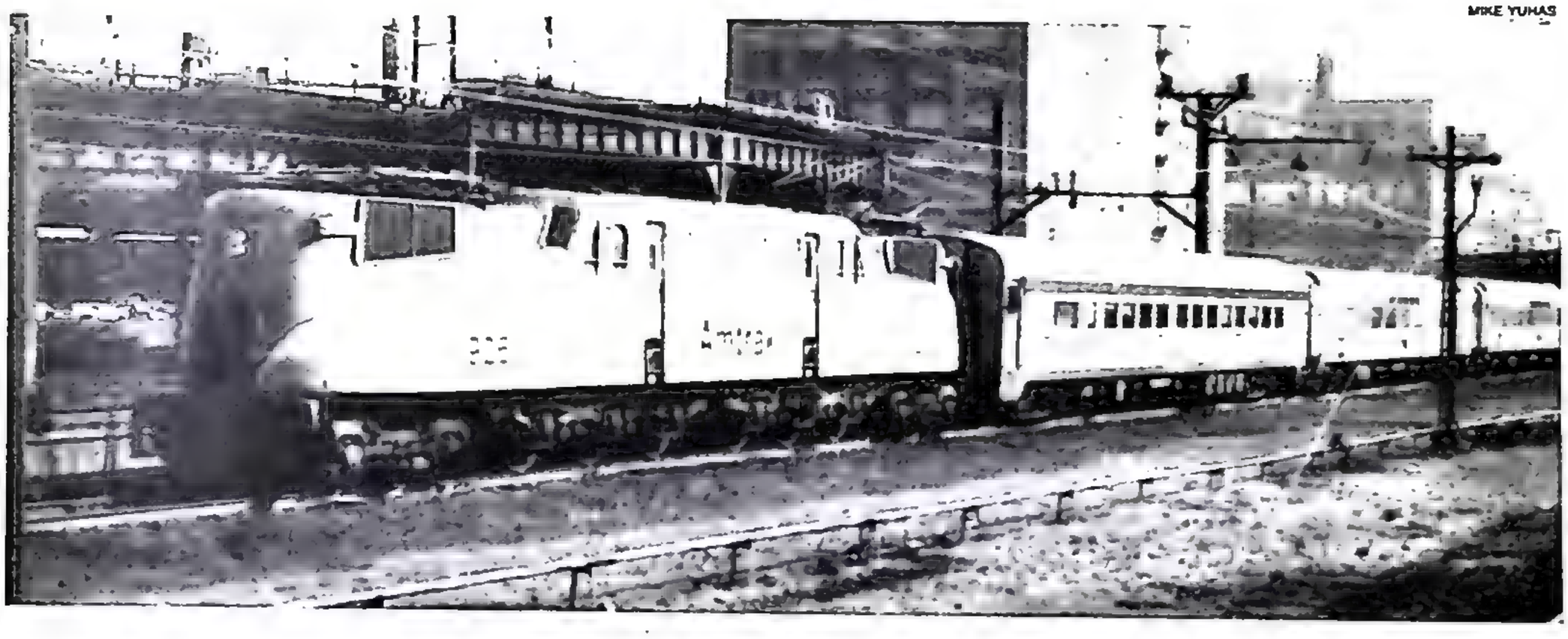
DAVID HILL, BALTIMORE MD OCTOBER 1970

4906 The 4916, former-PRR 4918, is going to the Smithsonian Institution in Washington, D.C.



KARL ZIMMERMANN, NEWARK, N.J., NOVEMBER 1975

MIKE YUHAS



4926 The Central New York Chapter NRHS at Syracuse bought the 4926, depicted here in April 1974 at Sunnyside Yard wearing Amtrak number 926 and red and platinum mist colors. This unit was originally Pennsy 4933.

JIM BOYD, NEWARK, N.J., OCTOBER 1976

4916 The National Museum of Transport in St.Louis bought 4906, originally Pennsy 4903.

CHRIS D'AMATO, PRINCETON JUNCTION, N.J., 1977

4939 Bound for the cornfields, 4939 (PRR 4927) is going to the Illinois Railway Museum at Union.

4935 Railfan Russ Wilcox bought the famous 4935 in the name of the FOGG Committee and donated it to the Railroad Museum of Pennsylvania. The 4917 (below right) went to Roanoke Chapter NRHS. **4917**

JIM BOYD, PRINCETON JUNCTION, N.J. AUGUST 1978

The

DEPARTING SKAGWAY, the mixed had five Alco DL535s on the point. The Golden North Hotel (right) was something right out of the Gold Rush. Wood lined tunnels, snowsheds and the famous Dead Horse Gulch bridge (below) were encountered on the climb to White Pass Summit.

PHOTOGRAPHY CHRIS D AMATO

The sign in our hotel lobby gave the time of departure for the mixed train as 7:30 a.m., but directly underneath it was the railroad's four-digit phone number and the suggestion that passengers call ahead to be sure the train was operating on schedule.

The date was Monday, October 20, 1980. My wife, Susan, and I had arrived in Skagway the day before on the state-operated ferry, and after a day of exploring around town we quickly realized that Skagway and the WP&Y were inseparably linked. Besides the fact that most of the 800-or-so townspeople are either employed by the railroad or have a relative who is, the two also share a certain frontier quality. They were both born almost overnight in the frenzied height of the Klondike gold rush, and they were both forgotten almost as quickly when the prospectors and fortune-seekers moved on. Isolated by mountains on one side and the waters of the Inside Passage on the other, the daily changes that affected most of the country were slow to reach Skagway and the WP&Y. It was not until the mid-1950s that the railroad started to modernize its operations and the tourists began to come to Skagway in large numbers. Today, although the railroad is part of a modern transportation system and over 70,000 tourists visit Skagway each year, the common bond they both share, "the spirit of '98," is still very much in evidence.

Following a good night's rest in the frontier-Victorian spleander of the Golden North Hotel, we were ready to ride America's last narrow gauge mixed train. Since there was no phone in our room, we decided to walk over to the station to see if the train would be leaving on time. It was still dark out and a cold rain was falling, but the station was only two blocks away. The building is a very plain metal structure that looks as though it belongs somewhere in an industrial park rather than in an historic town like Skagway. It was built in 1969 to replace the original old wooden railroad headquarters that stands next to it. The old headquarters

amazing White Pass

PART TWO: Riding the mixed to Whitehorse and back. **by Chris D'Amato**

is being rebuilt by the National Park Service into the visitors center for the Klondike Gold Rush National Historic Park.

We found out that the train would not be leaving until noon because the railroad wanted to unload the perishables off the *Klondike,* which had just been towed in the day before, and get them up to Whitehorse as soon as possible.

Outside, the first misty light of dawn was beginning to appear and Skagway took on an eerie quality. The cold steady rain, coupled with the turn-of-the-century false front buildings, the wooden sidewalks, and the deserted, muddy streets, gave the whole scene an air of timelessness. As we walked back to the hotel I was half expecting a squat little narrow gauge Consolidation to chug by us at any moment pulling a train out of the fog and past the darkened storefronts of Broadway as it headed off towards White Pass.

Skagway in the winter, for anyone who has ever visited the Rio Grande, is like Silverton after the train has gone. The past seems more alive than the present.

Our hotel, like most of the town, was built during the gold rush and has changed little since then. The rooms are filled with period furnishings: oaken dressers, heavy wooden beds, antique rockers, pendulum clocks and old photos out of Skagway's past. In the White Pass guest room a large map of the railroad covers one wall, while another smaller map of Skagway hangs nearby. Both of the maps were drawn at the turn of the century. Down the well-worn stairs in the lobby is an old piano, a giant walrus head and a little picture (accompanied by a short caption) of Skagway's first chair and its proud owners. The hotel's frontier flavor is not compromised by televisions, radios or phones in the guest rooms, although there is a phone in the lobby.

We took the oppotunity created by the late train to rest up a bit more, and then, since the hotel dining room was closed for the season, we headed over to the Northern Lights Cafe for breakfast. The Northern Lights is a small place with about a half dozen booths, eight or ten tables and a long counter. During the summer it is packed with tourists, but by mid-October it had reverted back to the locals. Most of the talk at the counter centered around a fight the night before in Moe's Frontier Bar across the street and the World Series, which no one in town could watch. It seems that the satellite television translator had burned out during the last game of the National League Championship and had to be sent to Anchorage for repairs.

After a big breakfast we headed over to the station and waited while our train was made up. Inside the waiting room was a display case containing a model of the WP&Y's intermodal operations, and along the top of the four walls was a mural depicting the development of the White Pass & Yukon from its inception to the present day. Down the hall that led to the platform were a number of photographs that also spanned the railroad's history.

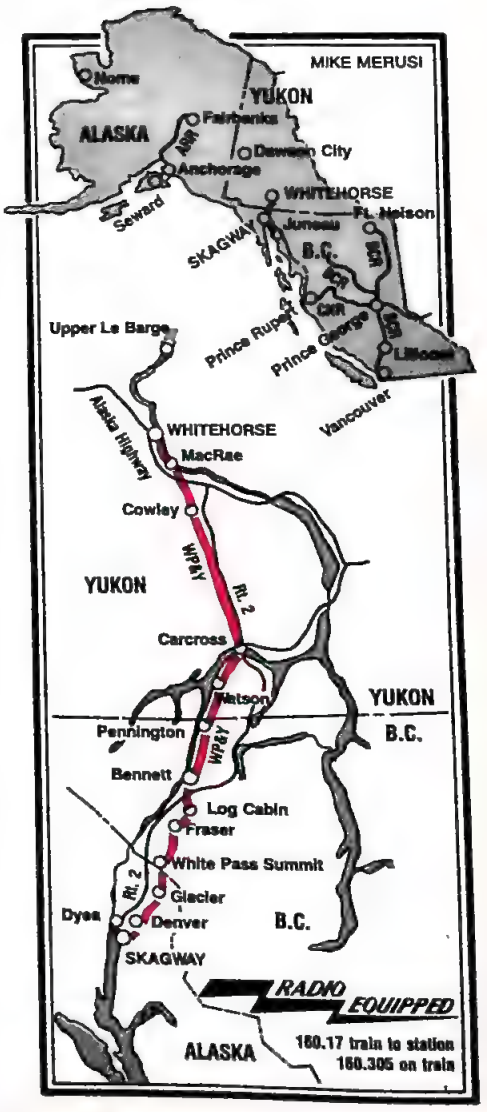
At 11:55 a.m., the conductor came in and called "all aboard." This was it. Five thousand miles, and three weeks after leaving home (including a 53-hour boat ride from Prince Rupert), we had finally reached what we had hoped to be the highlight of our trip. When we walked out onto the platform and saw the cupola-topped narrow gauge combine, I knew that we would not be disappointed.

Our train was made up of 35 empty ore cars plus our combine. Normal operations would have had the day's tonnage split between an earlier freight to Bennett and the actual mixed consist following behind. On this day, however, the advance freight had departed at 8:00 a.m. with only four wide loads behind three of the shovel-nose GEs (100,98 and 92) and was already climbing the pass.

Counting ourselves, there were eleven passengers on board. They included a couple that went only as far as Bennett and then returned to Skagway on the southbound train, two young men on their way to Whitehorse, a couple from California on vacation who were planning to fly out of Whitehorse the next day, a retired woman who had worked for the United Nations, and Ted and Marilyn Cobo, a friendly middle-aged couple from Oregon who we later traveled with on the ferry to Prince Rupert and then on the train to Prince George and Vancouver before finally going our separate ways.

We covered the first two miles along the edge of town to the engine shop behind solitary Alco 109. At the shop four more Alcos (106, 103,110 and 101) were added, and after a brake test we were off.

The train started its climb to the summit almost immediately after leaving the shops, and just north of there we passed the Gold Rush Cemetery where "Soapy" Smith, the town outlaw, is



WHITE PASS SUMMIT found three GEs with a special train of wide loads in the siding to let the mixed pass; the loads can be seen behind the units. Once past the summit, the weather cleared and mountain vistas unfolded (below) around the train.

buried along with many of Skagway's early residents and prospectors.

The rain had stopped and the sun was trying to burn through the clouds as we headed up into the mountains. Our speed was limited to ten to 15 m.p.h. all the way to Bennett, and the leisurely pace allowed us plenty of time to enjoy the beautiful scenery.

At Mile Five we got our first good view of our engines as the train turned and crossed the East Fork of the Skagway River. A few miles later we crossed the cascading waters of Pitchfork Falls, the first of two spectacular glacier-fed waterfalls. The second, Bridal Veil Falls, came into view across the canyon just as our train swung east following the Skagway River. Across the river, high on the other mountainside, we could see the tracks on a narrow ledge and a spindly wooden trestle that led into a tunnel a thousand feet above the floor of the gulch. From inside our combine it looked as if the line had been built by some overzealous model railroader.

As we passed the Glacier section house at Mile 14, the tracks curved sharply to the left on a steel trestle, and while *we* were still going east, we watched as the front of our train turned and started heading west.

With the Alcos belching out black smoke, our train wound its way slowly up the side of the mountain. As we snaked along the narrow ledge, high above the gulch, it was possible to catch fleeting glimpses of the engines straining on the grade. The view from the rear platform of our combine was awe-inspiring, and as the rails slowly clickety-clacked beneath us, we made our way out onto the wooden trestle that 20 minutes earlier had looked like a toy.

Immediately after crossing the trestle we were plunged into darkness as the train made its way through first a tunnel and then a snowshed. When we emerged, we were treated to a sunning view of the mountains and the gulch below. Two miles further up the line, at Inspiration Point (Mile 17), we were afforded an even more magnificent panorama from the rear of our car. Off in the distance below we could see Skagway and the upper reaches of the Lynn Canal. Above us, the mountains had disappeared into the clouds.

As we climbed closer to the summit a light snow began to fall, and the temperature became noticeably colder. We crossed a number of small bridges and waterfalls and ducked in and out of another snowshed before stopping at the top of Dead Horse Gulch where we waited while the freight that had been preceeding us up the hill was carefully inching his four wide loads through a tunnel up ahead.

The delay lasted forty minutes and gave us a chance to really appreciate what a formidable obstacle the mountains must have presented to the railroad's builders.

The scene around us was almost completely void of color. Our train had literally climbed into the clouds, and we were surrounded by dark, jagged rocks half covered by the falling snow.

Looking south from the rear of our car, there was a high snow-covered mountain wall to our left, and directly below us to our right was Dead Horse Gulch, with the trail clearly visible where 3500 pack animals died on their way to the Klondike. Across the gulch was a towering mountain peak whose top was bathed in the snowy clouds. Turning towards the front of the train we could see the great steel cantilever bridge, once the highest in the world, that now carries the WP&Y pipeline while the railroad uses the new bridge and tunnel a few hundred yards away.

When word finally came on the radio that the wide loads had made it through the tunnel and were in the siding at White Pass, our train started to move. Beyond the bridge and the tunnel was the White Pass summit where it was snowing heavily. The tall pine trees that had lined the route had given way to ones whose height could be measured in inches instead of feet. A few scattered and scruffy evergreens were about the only vegetation growing amongst the large gray boulders and tiny frozen lakes that dotted the bleak landscape.

At the summit (Mile 21) we passed the section house where a crew is assigned during the winter to fight the snow, and on the siding to our left was the wide load train and its trio of GEs.

As we made our way down the Canadian side of the pass the trees began to get larger, the marshy vegetation returned, and the snow let up.

The sky began to clear as we continued north, and the scenery became spectacular again with towering, snow-capped mountain peaks standing out against the rich blue sky.

Around 3:15 p.m. (Skagway time) we

BENNETT STATION provided a lunch break as the southbound mixed met and swapped power with its northbound counterpart. The three GEs turned and coupled onto the northbound consist (right), while the Alcos would take the southbound to Skagway.

reached the Lake Bennett station (Mile 41) where a railroad crew serves lunch to the employees and passengers. The southbound mixed from Whitehorse had arrived about a half hour ahead of us; its consist was in the siding in front of the depot, but its engines were nowhere to be seen (they were apparently being turned on the wye). Our one opportunity for a meal made lunch a higher priority than locomotives, so it was into the station for us.

Inside the station the passengers are fed in two large dining halls filled with cafeteria-style tables. Another room on the other side of the station serves as the employees' dining room.

We all sat down at the table which had been set for us, and the cook brought out a couple of bowls of gold rush stew and baked beans, both of which were piping hot. There were also sourdough rolls (an Alaskan favorite) to go with the meal, and apple pie for dessert. To wash it all down we had our choice of coffee or ice water. While our little group barely filled up one table, the cook assured us that during the summer both dining halls are packed with hungry passengers.

Outside, our mixed and the one from Whitehorse were exchanging engines. Normally the two northbound trains from Skagway are combined here for the remainder of the journey into Whitehorse, but the wide loads and tight clearances had made for slow going, and the wides were set out at Fraser and its engines and caboose had returned light to Skagway. This brought about a change in the normal southbound operations for the day, too. Usually the southbound train is cut into two sections at Bennett for the trip down the mountain, but since only one northbound train had come as far as Bennett there was no power for the second section of the southbound train. Instead, it was run as one train down to Skagway.

After lunch Susan and I went out and took some pictures as our new engines came off the wye. Three GEs (90, the WP&Y's first diesel, 94 and 97) had brought the southbound mixed in from Whitehorse and would take our consist back north. The five Alcos that had brought us this far had been wyed and were now coupled onto the front of the southbound train on their way back to Skagway.

We left the station at 4:05 and followed along Lake Bennett for the next 26 miles to Carcross. The lake was a beautiful bluish-green color and surrounded by snow-covered mountains. I spent a good portion of this part of our journey—as I had earlier on the trip up Dead Horse Gulch—standing on the rear platform of our car sharing in conversation with some of my fellow passengers and just enjoying the scenery.

A small wooden sign on an island near the north end of the lake marked the border between British Columbia and the Yukon Territory. Unlike the raw, rugged mountain terrain we had seen earlier during the day in Alaska, the scenery in the Yukon was exceptionally beautiful and tranquil.

Just south of Carcross the tracks crossed the water on an old wooden swing bridge that was built to allow the sternwheel steamboats to pass through the lake. Carcross (Mile 67) is a rustic little town (pop. 188) that is left over from the gold rush days. The log cabins, old wooden buildings and wooden sidewalks are all still there. The Carcross station is a classic little two-story wooden structure complete with curtains in the upstairs windows.

Next to the station was an old WP&Y horse-drawn wagon, a steamboat and a tiny locomotive. The steamboat *Tutshi* operated for years out of Carcross on Tagish Lake to Ben-My-Chree. The steam engine, known as the *Duchess*, was purchased as part of the Taku Tramway in 1901 and was operated in conjunction with the WP&Y's steamships on the two-and-one-half-mile portage railway which ran between Taku City on Graham Inlet and Scotia Bay on the western shore of Lake Atlin

where the railroad operated a resort until the mid-1930s. The engine was originally built as a 2'6"-gauge 0-6-0T for the Wellington Colliery Railway on Vancouver Island. However, in 1899 when it was converted to three-foot gauge, its front drivers were not reconnected and it became a 2-4-0T.

On the opposite side of the tracks was Mathew Watson's General Store and the Caribou Hotel, both of which were just radiating the spirit and romance of the Klondike. Carcross was originally named Caribou Crossing, and while we did not see any caribou, we did see a large white rabbit near town. It was the only wildlife, aside from some birds, that we saw from the train.

The northern sun was quickly setting, and before long the sky was dark blue with only a trace of pink along the horizon. As the moon rose it lit up the snow-capped mountains against the darkened sky, creating a warm and friendly atmosphere in our little narrow gauge car.

We stopped at the WP&Y's transfer yard, which is located near the Alaska Highway crossing six miles south of Whitehorse, and left our empty ore cars before continuing on towards town. As the train pulled into Whitehorse we could see the steamer *Klondike* painted white and brightly lit up on display next to the Yukon River. On the opposite side of the tracks was the new and very modern home of the Yukon Territorial Government.

We pulled into the station at 8:30 p.m., local Whitehorse time, which we were told is called Yukon Double Daylight Time (same as Pacific Time) and is one hour later than Skagway time. After a quick check by Canadian Customs, we called a cab and went to the Regina Hotel, which turned out to be only a very short block-and-a-half away.

The next morning we got up early, had breakfast and checked out of our hotel at 8:00 a.m. We walked across the street to the railroad station, which is a big two story log building on the bank of the Yukon River. With sunrise about an hour away it was still dark out, and the cold temperature caused a heavy mist to form on the river.

The trio of GE boxcabs that had brought us north the day before was busy putting our train together, and a few passengers were milling about. I took out my flash unit and shot a few pictures before we were ready to leave.

We departed Whitehorse at 8:40 a.m., just as the sky was beginning to lighten. Our car, number 214, was the same one we had ridden up on the day before. On this trip there were ten passengers including ourselves and two employees who worked at Bennett. The other passengers included a young woman who was taking the train to Skagway and then planning to fly to her home in Juneau on one of the small local airlines that serve Alaska's coastal cities, a young couple with a baby and a car on their way from Anchorage to Montana, and two fellows in their twenties named Fletch and Franco (Fletch had a bright red beard and mustache and looked like the cartoon character Yosemite Sam) who had been working in the Aleutian Islands on a crabbing boat. With the exception of the girl from Juneau, all of the passengers later rode the same ferry with us down to Prince Rupert, and Fletch and Franco (along with the couple from Oregon that we had met on the northbound train) wound up travelling with us all the way to Vancouver.

LAND OF THE MIDNIGHT SUN is land of the mid-morning dark in October, as the GEs prepare to depart Whitehorse depot about 8:30 a.m. on the southbound mixed.

As we passed the steamship *Klondike* again, Susan and I both wished that we'd had some time to explore Whitehorse.

Around 9:00 a.m. we stopped at the transfer yard where we picked up 34 loaded ore cars. The sun was beginning to peek over the mountain tops off in the distance, and it looked like it was going to be a beautiful day.

We spent most of the morning on the rear platform of our car taking pictures and just enjoying the leisurely pace, cold fresh mountain air and picturesque scenery. When we got too cold we would go back in the car and warm up by the oil stove near the door, only to be lured back out onto the platform again by the gentle rhythmic sound of steel wheels on steel rails. It was narrow gauge railroading at its best.

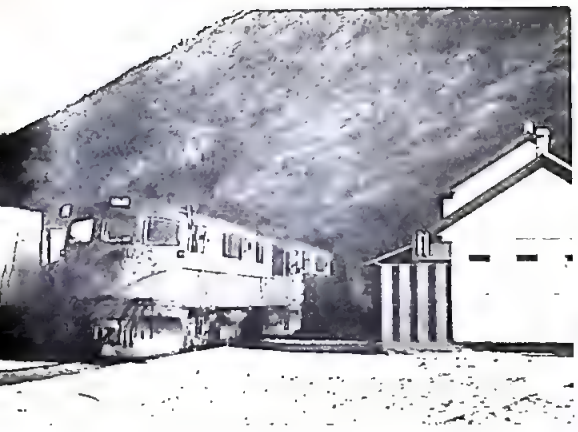
Inside, the girl from Juneau had pulled a small tape player out of her bag, and we rolled on through the Yukon towards Bennett to the strains of Willie Nelson singing "On the Road Again." Occasionally we would pass a small ranch, an abandoned cabin or an old boxcar that had been used as a toolshed, but for the most part this was virgin country. The entire population of the vast 207,000-square-mile Yukon Territory is only 22,000 people, of which 16,000 live in Whitehorse! Its unspoiled beauty was a far cry from what we were used to back home.

We passed through Carcross around 11:00 o'clock, crossed the old wooden swing bridge and then hugged the mountainous shoreline of Lake Bennett for the next 26 miles. It was shortly after noon when we arrived at Bennett for lunch. We were joined there by two hikers who had spent the past three days climbing the Chilkoot Trail and were going to take the northbound train to Whitehorse.

"Noon" Whitehorse time is only 11:00 a.m. Skagway and railroad time, and our arrival was logged by the dispatcher as 11:13 a.m. We were just stepping in for lunch when the "advance" freight from Skagway arrived at 11:20 behind Alcos 109, 106, 103, 110 and 101. The northbound mixed was right behind him at 11:35 with Alco 104 and GEs 100, 98 and 92. While we ate, the 104 was turned and tacked on ahead of the GE trio that had brought us down from Whitehorse. The fresh set 104 had brought up from Skagway stayed on the northbound mixed—which carried the Sumpter Valley combine on its rear.

Our southbound mixed was cut into two sections, with our three GEs and Alco 104 handling the freight section and the five-unit Alco set heading up our mixed consist.

The first train to leave Bennett was



THE BENNETT STOP again found both mixeds meeting. In an incredible scene for the 1980s, the two combines—the northbound one of Sumpter Valley vintage—passed at the depot.

the southbound freight at 1:40 p.m. local (Whitehorse) time followed by the northbound mixed five minutes later. Our train, the southbound mixed, was the last to depart, giving the freight in front of us a good twenty-minute head start to the pass. At 2:00 o'clock we slowly pulled out of the station and past the old rotary snowplow and caboose on display next to the lake.

Since Bennett is the railroad division point, our Canadian crew had given way to an American one. Our conductor, Lee Hartson, and rear end brakeman, George Orth, had been on our northbound train as far as Bennett the day before, and as we made our way up towards White Pass Lee Hartson told us a little about his life on the WP&Y. His family had moved to Alaska in 1948 when his father, who had worked for the Union Pacific in Los Angeles, took on a job with the WP&Y helping them to convert their coal-fired steam engines into oil burners. In 1960, after graduating high school, Lee followed in his father's footsteps and hired on with the WP&Y. After a summer job in the section gang, he went into engine service in 1961 where he worked for two years. When the rotary fleet was retired in 1963 his job was eliminated and he transferred into the bridge and building section before entering train service.

At Fraser we passed the wide load cars.(They were picked up the following morning by the northbound freight and taken as far as Bennett. From there the engines for the northbound mixed made a special run with them to Heney and then returned to Bennett to take the mixed to Whitehorse.) As we continued nearer the pass it began to get foggy. By the time we reached the summit we were up in the clouds again and the fog was as thick as the proverbial pea soup. We stopped at the section house where we waited for authorization from the dispatcher, and the crew set the manual retainers on the loaded cars before heading down the grade.

Except in the pass, most of the snow that had fallen the day before had melted. The snow that was left blanketing the boulders combined with the heavy fog, numerous pools of water and almost complete lack of vegetation made the whole area look like a stark alien planet. None of us had ever seen anything evenly remotely like it before.

As we came through the tunnel and crossed the Dead Horse Gulch viaduct, the train started to drop beneath the clouds, and we slowly wound our way along the narrow rocky ledge high above the canyon floor. When we came out of the tunnel and onto the wooden trestle at Mile 15 it was possible to look down across the valley and see the freight train in front of us as it snaked its way downgrade along the edge of another mountain.

After taking some pictures as we rounded the horseshoe curve at Glacier, I climbed up into the cupola for a better view. As luck would have it, we ran into a light rain shower that lasted until we reached Skagway.

At the shops our combine and the flatcar with the automobile on it were cut off from the rest of the train and taken down to the station by a lone Alco. What had been the most spectacular and impressive train ride I had ever been on (and I have ridden a lot of trains) was drawing to a close. All that was left was a quick check through customs and a lot of great memories.

ARRIVING in Skagway, the road power cut off at the yard, and the train continued to the depot.

Transit Topics

New Budds arrive for CTA

CHICAGO'S Transit Authority placed in service in April the first of its most recent order for rapid transit cars, being built by Budd of Philadelphia. Additional cars will be received later in the year, with completion of the 300-car order by 1984. The new cars cost $444,295 each, making a total cost of $133,288,500, of which federal funds paid 80% and the State of Illinois 20%. The new cars are air-conditioned and will replace cars built in the 1950s using parts from the PCC trolleys that were then being replaced by buses.

BUFFALO'S Niagara Frontier Transportation Authority signed a contract in March with Tokyu Car Co. of Yokohama, Japan, for 33 light rail vehicles for use on the 6.4-mile subway-surface line now under construction. The Tokyu company has been building rail cars since 1966 and was the lowest bidder for the Buffalo cars that will cost a total of $21.8 million. Preliminary drawings of the vehicles indicate they will be double-truck, double-ended multiple-unit vehicles. Delivery of the first prototype car is scheduled for late in 1982, with testing to commence the following year.

SAN FRANCISCO Municipal Railway is considering a proposal to rebuild 35 of its 1100-series PCC cars. These cars would be retained for possible use on Market Street—if these tracks are kept—and for possible use when and if the E-Embarcadero streetcar route is built, according to the Bay Area *Review*, regular publication of the BAERA museum group, P.O. Box 3694, San Francisco, CA 94119.

Conversion of San Francisco's last streetcar line using PCC cars Monday-to-Friday and running downtown along Market Street took place in June on the J-Judah route, according to news from Tom Swinney of San Francisco.

San Francisco Mayor Feinstein, returning from a recent trip to Washington, D.C., stated that she had been told that federal funds to help in the rebuilding of the cable car system were still in the budget, although it had been hinted they were too low. As a result, she has asked the Board of Supervisors to put a proposition on the November ballot allowing higher fares on the cable cars. The current target dates for closing the cable car system for complete renovation are from October 1982 to October 1984.

Local merchants who have been pressing for at least one cable line to be kept operating during the renovations to keep tourists coming into the city to ride the cars have been told that they will have to provide the additional costs of about $5 million.

PORTLAND, OREGON'S, light rail line to Gresham, scheduled for completion by 1985, may still he opened on schedule despite proposed cutbacks for other federally-funded transportation projects in the region, according to *Light Rail's Movin'*, a publication of the Tri-Met Banfield Light Rail Project at Portland. U.S. Transportation Secretary Drew Lewis announced in April that the Reagan administration will commit federal funds to the project, keeping it on its original construction schedule.

SEATTLE'S planned Waterfront streetcar line, whose fate had been dimmed by cost overruns of a million dollars, is now back on the track with operation scheduled by the end of the year, according to news from William R. Stanley of Seattle.

In our last report we indicated that City Council had voted against proceeding any farther with the project in view of the million-dollar deficit. Since that time, local businessmen on the Waterfront to be served by the 1.6-mile trolley line asked the State of Washington to allow themselves to be taxed to pay for the last million dollars. Early in April the legislation was approved by the House and Senate and signed into law by Governor John Spellman, thus enabling the money to be provided to complete the trolley line. It will run along the Waterfront on former BN tracks from South Main Street to Broad Street. Four former trams from Melbourne, Australia, were delivered to Seattle last year, and three of them are ready for service. The fourth will be kept for parts to keep the others rolling.

The Waterfront project has been planned and promoted almost singlehandedly by Seattle Councilman George Benson, who is also a streetcar fan. It was through his efforts that the project, voted down by the Council only a few months ago, was resurrected by the business tax so that Seattle will have a streetcar line once again, more than 40 years after the last Municipal Railway cars stopped running.

EDWARD DANA, for more than a half-century one of the leaders in the field of mass transit in the U. S. and throughout the world, passed away in March at the age of 94, we learn from Melvin E. Beaton of Dedham, Mass.

After graduating from Harvard in 1907, Mr. Dana went to work for the Boston Elevated Ry. as a streetcar conductor, turning down a position with his uncle's brokerage firm. In later years he recalled, "This is the kind of business you have to like if you want to stay in it, and I liked it. I liked it from the time I was a kid in Canton and the streetcar motorman used to let me take over for a little while when I was on the way home." After three years with the BERY-working as a conductor, motorman, trackman, signalman, shopman and electrician—he was promoted in 1910 to assistant to the superintendent of transportation. In 1919 he became general manager and then president in 1937. In 1959, at age of 73, he retired to become chairman of the board of trustees, and in that capacity he led the efforts to create the Massachusetts Bay Transit Authority, an agency serving a 78-community area embracing half of the state's population, instead of the 14 Greater Boston cities and towns served by the BERY and its successor, the Metropolitan Transit Authority. Commenting on the change, Mr. Dana said, "At long last the state has faced up to the fact that mass transportation, in coordination with highway development in an area of several hundred square miles, is vital to the core city, the New Boston."

After retirement, his interests continued, and in 1970 he was named to a three-man panel to review a study of the transit line planned for Buffalo, N.Y., by its Niagara Transportation Authority. This line is now under construction as a light rail line in Buffalo. He also assisted the New England Electric Railway Historical Society, operators of the Seashore Trolley Museum at Kennebunkport, Maine, with his advice and counsel during the years after his retirement.

Living memorials to Mr. Dana include the Riverside line of MBTA (he presided over its conversion from the B&A's Highland branch), and the South Shore extension over the Old Colony branch of the New Haven line, whose construction he planned. In June 1973 the MBTA directors dedicated the multi-million dollar bridge over the Mystic River, part of the Haymarket North transit extension, in his honor.

AS CSS&SB awaits delivery of the first of its 36 new Sumitomo-built cars next year, it is wondering about its ability to carry an increasing number of riders, writes Prof. George M. Smerk of Indiana University at Bloomington.

South Shore carried 600,000 more riders in 1980 over 1979, and preliminary figures indicate an increase of 20% in riders during 1981 over 1980, making a total increase in 1981 of 400,000 more riders. The present CSS&SB passenger cars are more than 50 years old and lack the capacity to carry all of the present riders in comfort. The new cars will have a greater capacity but would just about be able to seat the current level of rush hour ridership.

Northern Indiana Commuter District, which is purchasing the new cars, has decided on traction orange colors for the interior seats, and while the outisde of the cars is stainless steel, it is probable that an orange band will be painted on the letterboard and/or under the windows. These cars are 85 feet long and will not fit into the present platforms at the Randolph Street terminal in Chicago; so the platforms will have to be altered.

Please send traction news directly to Steve Maguire, P.O. Box 51, Belmar, NJ 07719

ALLEN MORRISON

AN OLD CAR for a new line and new cars for an old line are making news. An open four-wheeler from the abandoned-since-1966 Sao Luiz, Brazil, city line has been put into service on a mile-long line at the Maranhao State University campus, as shown here in May 1980. At the other end of the transit spectrum, Chicago's CTA got the first of its 300 new Budd-built cars on April 3, 1980.

CTA PUBLIC AFFAIRS

NICTD is working with the Indiana General Assembly to obtain funding for the passenger service, and there is legislation now pending that would shift the receipts from taxes paid by the South Shore to the NICTD, and in this way money might be found to pay for the eight additional new trailer cars on which there is an option to purchase with Sumitomo.

Also being given consideration is the possibility of terminating the CSS&SB at the Michigana Regional Airport at South Bend, using an existing freight spur track up to the airport terminal building. If this is done, the South Shore would vacate its present terminal at Bendix, shared with Amtrak.

BAY AREA Rapid Transit is experiencing ridership increases that indicate the need for additional cars in the near future. Daily patronage on the system is now about 170,000 riders—up from 150,000 only a year ago. In March, for the second time, monthly ridership exceeded the four-million mark, according to Paul Merland of San Francisco.

As a result, BART directors have allocated $9 million from its reserves to be added to local shares that will total $20 million in hopes that the federal government will provide a grant of $80 million additional to pay the cost of 90 new cars to add to the present 450-car fleet. Although federal funding for capital transit improvements under the Reagan administration is uncertain, BART officials believe that by going ahead now they may be in a better position to obtain the funds when they become available in the future. The mushrooming population of the Bay Area is already causing crowded rush-hour trains and ridership has increased ahead of long-term passenger projections. It is now at the level projected for the summer of 1982.

AS ILLINOIS TERMINAL Company nears the loss of its identity with its expected absorbtion into the Norfolk & Western system, we believe that many readers will be interested in the Illinois Terminal Railroad Historical Society that was formed in 1976 to provide news, historical data and mementos from the days when the line was the greatest interurban in the midwest with over 550 miles of trackage.

The ITRHS, a non-profit corporation, welcomes new members, and membership brings copies of its newsletter, *Current Lines*, plus monthly and yearly timetables that include many fine old views of the ITC and its predecessor, the Illinois Traction System—one of the few interurban lines that operated dining and sleeping cars in its trains. *Current Lines* contains current news, historical items and data sheets with reproductions of old timetables and company forms along with excellent photos of years past, electric, steam and diesel.

ITRHS membership costs $10.00 for regular members, $15.00 for sustaining members in the U.S. and Canada. For details write A. Gill Siepert, ITRHS, c/o Illinois Central College, East Peoria, IL 61635.

BY STEVE MAGUIRE

ATLANTA'S MARTA'S first north-south line will begin revenue service on December 1, 1981, although one station on the route, Peachtree Center, will not be ready for passengers until December 1982. It is being tunneled out of solid rock some 110 feet below Peachtree Street in the busiest part of Atlanta's downtown area. The new 1.9-mile line will run from Garnett Street through Five Points and Civic Center stations to North Avenue. The Civic Center station is unique in being an *aerial* subway station sandwiched in a bridge structure under West Peachtree Street and above Interstate 75/85.

The next segment of the new line to open will be from Garnett to West End, on the south line, and scheduled to open in December 1982. South from here the new line will eventually reach and terminate at Hartsfield International Airport, making Atlanta one more U.S. city with rail connection to its airport.

MARTA carries 80,000 passengers daily on its 11.8-mile east-west line, and in its first year of operation last year it carried 20.7 million passengers. Since Atlanta is oriented primarily north-south and not east-west, the new line is expected to attract even more passengers than the present east-west line when completed.

SOUTH AMERICA has seen most of its trolley lines disappear over the past few years, however, a new line built as late as 1978 has been located near the Brazilian city of Sao Luiz in the Amazon jungle and only 150 miles from the Equator. Allen Morrison of New York City visited the line a year ago and says that it is located on the campus of Maranhao State University, twelve miles south of San Luiz.

It was built because the agricultural school needed transportation from the bus line that runs to the school to the buildings a mile away. Though the distance is not great, the climate is very hot and humid and no one wants to walk in the sun. There was no road since few in northern Brazil own automobiles. The solution was to build a mile-long trolley line using parts and pieces from the city system that ran in Sao Luiz until 1966 and which had been kept at the barns since abandonment.

All Sao Luiz trolleys were open ears, and Number 4 was selected for the new line, with Number 9 also obtained for use as a trailer. The new line began running on August 1, 1978, with the car in service from 8:00 a.m. to 6:00 p.m. daily except Sunday. The track is straight with no curves or switches, and at the end of the day the motorman, who is also a student, takes the controls home with him since there is no carbarn.

The car runs every ten minutes, and there is a constant supply of riders from the end of the city bus to the agricultural school A half mile beyond, a sports stadium was under construction a year ago and the line was being extended there. Allen says, "I want to return to see 15,000 screaming soccer fans trying to board the trolley there."

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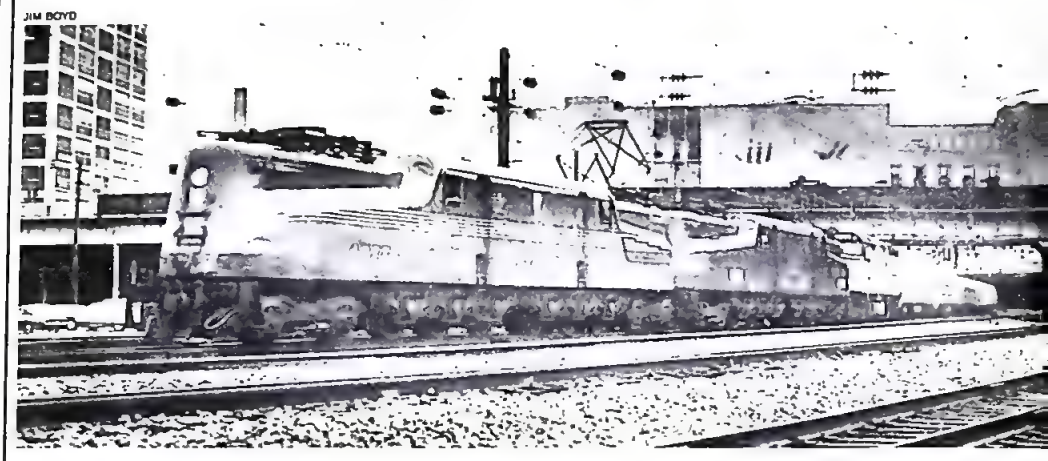


AMTRAK'S "FAREWELL TO THE GGI" fantrip on June 6, 1981, operated with freshly-painted red 4877 and black 4876, both leased from N.J. Transit because Amtrak's own GGIs were all out of service. The 4877's appeal was obvious, but the 4876 was also a celebrity: it was the GGI that crashed into Washington Union Terminal in January 1953. Here the fantrip departs Philly.

Big Red, "The Jersey G"

There had been rumors for over a year that one or more N.J. Transit's 13 GG1s would receive some sort of red paint job, but when 4877 emerged from the former-CNJ Raritan, N.J., paint shop it caught almost everyone by surprise. After the groundwork was laid some time ago by railfan Walt Grosselfinger with suggestions about diesel color schemes (January '79 page 60, September '80 page 67) and a proposal that "something appropriate" be done about the dreary black but historically significant GG1s, N.J. Transit was becoming more receptive to the idea when the crisis of austerity funding caught up with them. At this point the Jersey Central Chapter NRHS entered the picture and offered to buy the paint if N.J. Transit would have their regular paint force do the work. N.J. Transit agreed and the railfan group supplied authentic PRR paint diagrams (courtesy of the FOGG Committee which had restored the 4935 back in 1977) and Tuscan red Imron paint. To avoid unnecessary attention and the nuisance of visitors while the engine was being painted, both the company and railfan group kept the project a near-perfect secret until the day of unveiling at Raritan, June 1, 1981. On that day the 4877—in full Pennsylvania Railroad lettering and the red *Congressional* livery, in contrast to the 4935's "standard" green—emerged from Raritan at noon and was towed by a Geep to South Amboy. From there it moved into Sunnyside and then deadheaded to Wilmington, Del., for some final mechanical work on a traction motor blower. On the morning of June 5, the 4877 was posed at Wilmington with the 4935 (see page 2), and the following day was the surprise attraction on Amtrak's "Farewell to the GG1s" fantrip sponsored by the Lancaster and Philadelphia Chapters NRHS. Since Amtrak had retired the last of its own GG1s on May 1, it was obliged to borrow a pair from N.J. Transit for its own farewell trip.

The 4877 was in the company of NJT's black 4876 (the unit that crashed through Washington Union Station during Eisenhower's inauguration in January 1953) on the fantrip along with an F40 which supplied head-end power for the 15-car Amfleet consist. The excursion ran a Harrisburg-Philadelphia-Port Road-Harrisburg-Philadelphia "triangle" trip with movie runs on both trips through the Lancaster depot.

The GG1s returned to New Jersey the next day and 4877 entered regular commuter service between South Amboy and New York's Penn Station. The red G had already put away a week of service when she was dedicated in a ceremony by N.J. Transit and the Jersey Central Chapter NRHS on June 13. You will probably be able to see the 4877 during almost any morning or evening rush hour and likely on the numerous weekend trains out of South Amboy. This engine should be a lot easier to keep track of than the often-elusive 4935 was.

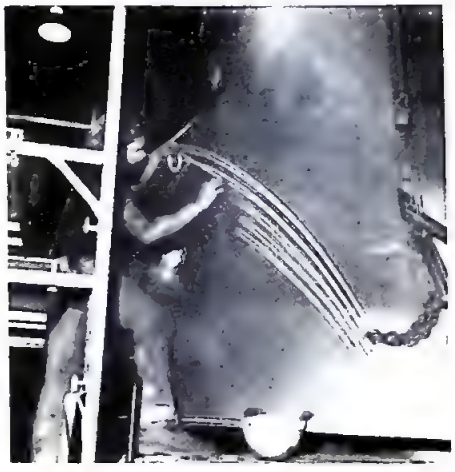
The word has been semi-official that N.J. Transit intends to retire its GG1s by the end of 1981, so the 4877 may have a rather brief career. For this summer and fall, however, her presence should enliven the photographic prospects for anyone going after this last of GG1 operations. Incidentally, the 4877 was not among those previously painted red, and she retains her original number.

The painters

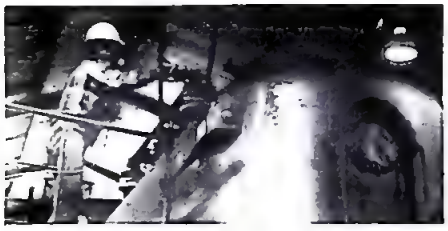
All of those handsome blue and gray ex-CNJ Geeps and Long Branch E8s and the subsequent N.J. Transit "disco scheme" units that are hauling the commuter trains out of Newark have been painted by the *two* hard-working painters at Conrail's ex-CNJ shop in Raritan, N.J. While the big ex-CNJ Elizabethport Shop has been working its wonders rivaling Paducah in rebuilding E-units and keeping the whole fleet running,

WALT P. OSSELFINGER

THREE PHOTOS: JIM KELLY



THE PAINTERS who lettered and painted 4877 at Raritan, N.J., were Jeff Hornecker (left) and Ed Babey, with the unit just out of the shop. At right, Jeff masks the Pennsy pinstripes.



it has fallen to the small Raritan shop to do virtually all of the paint work. Such was the case with GG1 4877.

Conrail painters Jeff Hornecker and Ed Babey took a lot of care and pride in restoring the 4877 to the Pennsy red-and-pinstripes in spite of the pressure to have the unit out in time for the Amtrak fantrip. Using original PRR diagrams rounded up for the 4935 a few years ago by the Freinds of the GG1,they were able to do a speedy but accurate job.

Hornecker says the 4877 was his "most interesting" painting task to date, but confesses that his "best" paint job was the one done on Elizabethport Shop's first rebuilt E8, the 4248. What does he do for a hobby? He custom paints motorcycles. Come to think of it, there's a lot of "guts 'n iron" kinship between a G and a Harley.

White Pass steam?

Contrary to reports published in a number of railfan newsletters this spring, the White Pass & Yukon will not be running 2-8-2 73 on the Skagway-Summit excursion train. Chris D'Amato checked with the people on the WP&Y in early June and was told that the Mikado was being worked on and was expected to be serviceable by July. Present plans are to use the locomotive to promote tourism at the Whitehorse end of the line, and if it runs the likelihood is that it would work out of Whitehorse. The WP&Y is apparently aware of the potential of a steam operation similar to that of the British Columbia with their Royal Hudson and are giving the steam idea serious consideration. Any operation out of *Skagway*, however, looks very doubtful for 1981.

Rogers E.M. Whitaker

The railfan world lost one of its giants when Rogers E.M. Whitaker died of cancer at the age of 82 on May 10, 1981. An editor, reviewer and football columnist for *The New Yorker*, Whitaker was highly regarded outside the rail world, but he was probably best known to us as "E.M. Frimbo, the world's greatest railroad buff." His particular passion was to ride and log as many of the world's rail miles as possible, and his final tally was 2,748,636.81 miles ridden.

A gentleman of great dignity but with a twinkle of humor, Whitaker has been described as "a real character who looked and dressed 'like a cross between Winston Churchill and W.C. Fields.'" He was such a colorful individual that he was the only "railfan" featured in National Geographic's *Railroads: The Great American Adventure*.

Letters from Tom

I'm very happy to consider Tom Lawson of Birmingham, Alabama, a good friend, and keep that in mind as you read the following letters, as he has a way of keeping me honest:

"Well, your own personal photo collection let us down again in the January installment of the A&LM article. You go to all the trouble to present the L&PB roster but then don't have any prints to go with it on page 52. *Good* coverage of the L&PB is available from several sources, besides me. Your telephone disconnected?

"Just so you will have at least one good picture of one of the recent residents of Huttig, Ark., I enclose a shot of their No. 35. It is now at Illinois-Wisconsin Sand & Gravel Co. south of Beloit, Wisconsin. Yes, I have real

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Not in the Wheel Report By JOSEPH EASLEY

"Hold it, Pop! These things are no longer adjusted at trainmen's level!"

nice views of the 34 also, in service at Huttig, outside, etc.

I went by Huttig again in 1977 to get the SW600, but it had already been put in the house for the day. However, Jim Claflin has almost perfect slides of the 9 switching at Huttig.

"Other than the above-mentioned page 52, I much enjoyed the rest of 'The Gator Line,' and Karsten's artwork is excellent."

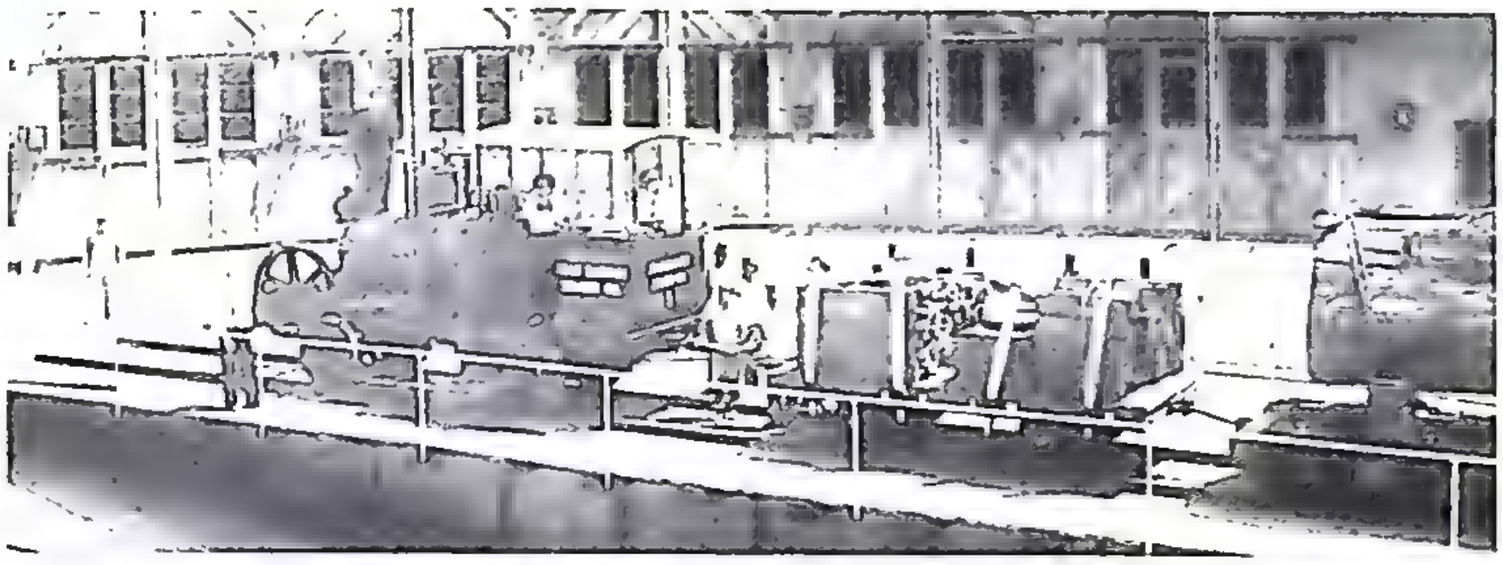
In another letter which followed closely, he picked up the topic of the January issue again:

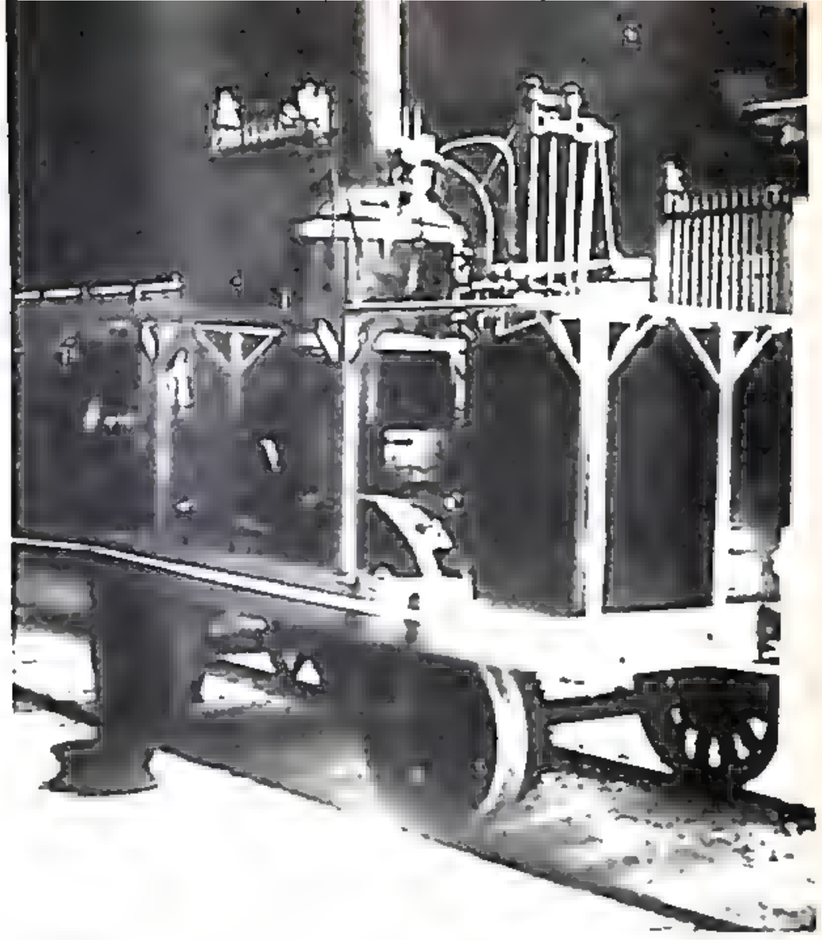
"Good grief, Jim, four pages on the Ludington & Northern in the January '81 issue is certainly an overkill for a one-engined (EMD at that!), less-than-three-mile-long 'short line' railroad. The article only helped to reinforce my recollection of the dull little visit I had with the 16 back in 1958. Maybe if the line had been operating a VO Baldwin, or an F-M, or an HH Alco . . .

"The true and complete history of the Ludington's last steam locomotive would have made a much better article than its present diesel status. It was originally built by Baldwin in January 1913, builder's number 39124, for the John Marsch Company as its second No. 212. Marsch was a big railroad contractor who had several of these Baldwin 0-6-0s on jobs in the Great Lakes area; some near twins to the 212 wound up on the Chi-

Railfanning is:

Driving alongside a moving train and just "grooving" on the sound.





THREE OF THE VISITORS which operated under steam for Railfair '81 but which managed to miss out in the photo coverage in our feature article are Chessie's *Tom Thumb* replica (**right**), Bear Harbor Logging No. 1 (above) and ex-Hillcrest Lumber Climax 10 (below). The Bear Harbor is an intriguing 0-4-0 with a "gypsy" winch rig on its pilot. Manufactured by Marschutz and Cantrell (Union Iron Works) of San Francisco in 1892, it was restored by the Northern Counties Logging Interpretive Assn. at Piercy, Cal. See RAILNEWS for the story on Climax 10's new home.

TWO PHOTOS: JIM BOYD

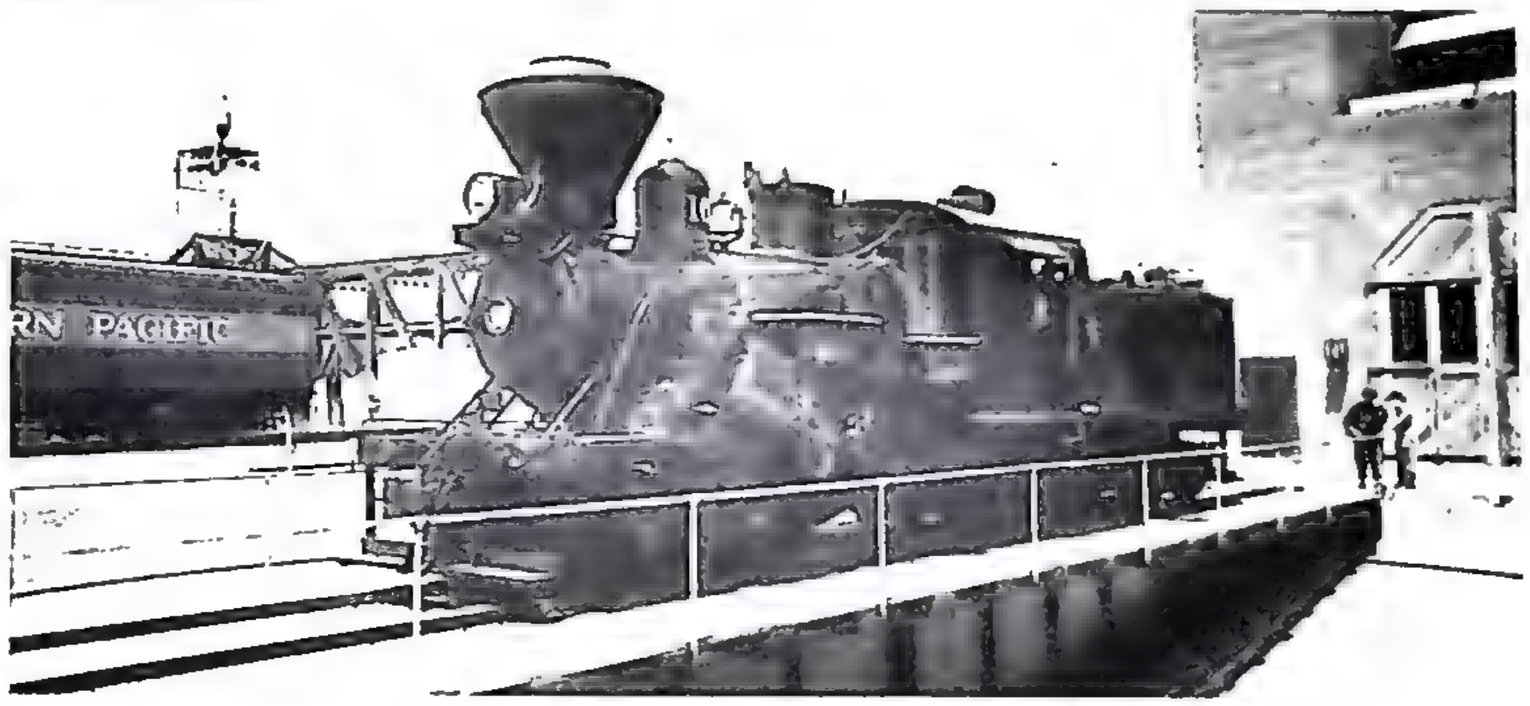
WALTER MARTIN

cago Gravel Co. pit railroads west of Chicago. The engine then went to New Jersey's Raritan River R.R. as its second No. 4. It was subsequently sold on April 3, 1923, to Birmingham Rail & Locomotive Co. and then passed on to Alabama By-Products Corp. as their No. 4 (Alabama By-Products is still very much in business at Tarrant, Alabama). On June 6, 1929, the 0-6-0 was taken in trade again by Birmingham Rail in a deal that sold a larger ex-Chicago Junction Ry. 0-6-0 to ABC. From Birmingham Rail, the No. 4 went to the Manistee & Northeastern as their No. 27 and, as mentioned in the article, on to the L&N. Incidentally, you will note in the photo that the 0-6-0 actually carried the L&N initials on its tender. I also find it interesting that this locomotive was the second engine to carry that road number for both of its first two owners (Marsch and Raritan River)."

My only defense with regard to his comments on the L&PB roster is that I came up with the idea of including the roster in the last stages of preparation of the article, and in the relative rush to complete it I simply didn't take the time to dig up additional photos. One of the nice things about magazine work—compared to books, for instance—is that there will always be another issue to print a letter from Tom or someone else who can supply the missing photos while taking the editor to task. I'll go along with that any time.

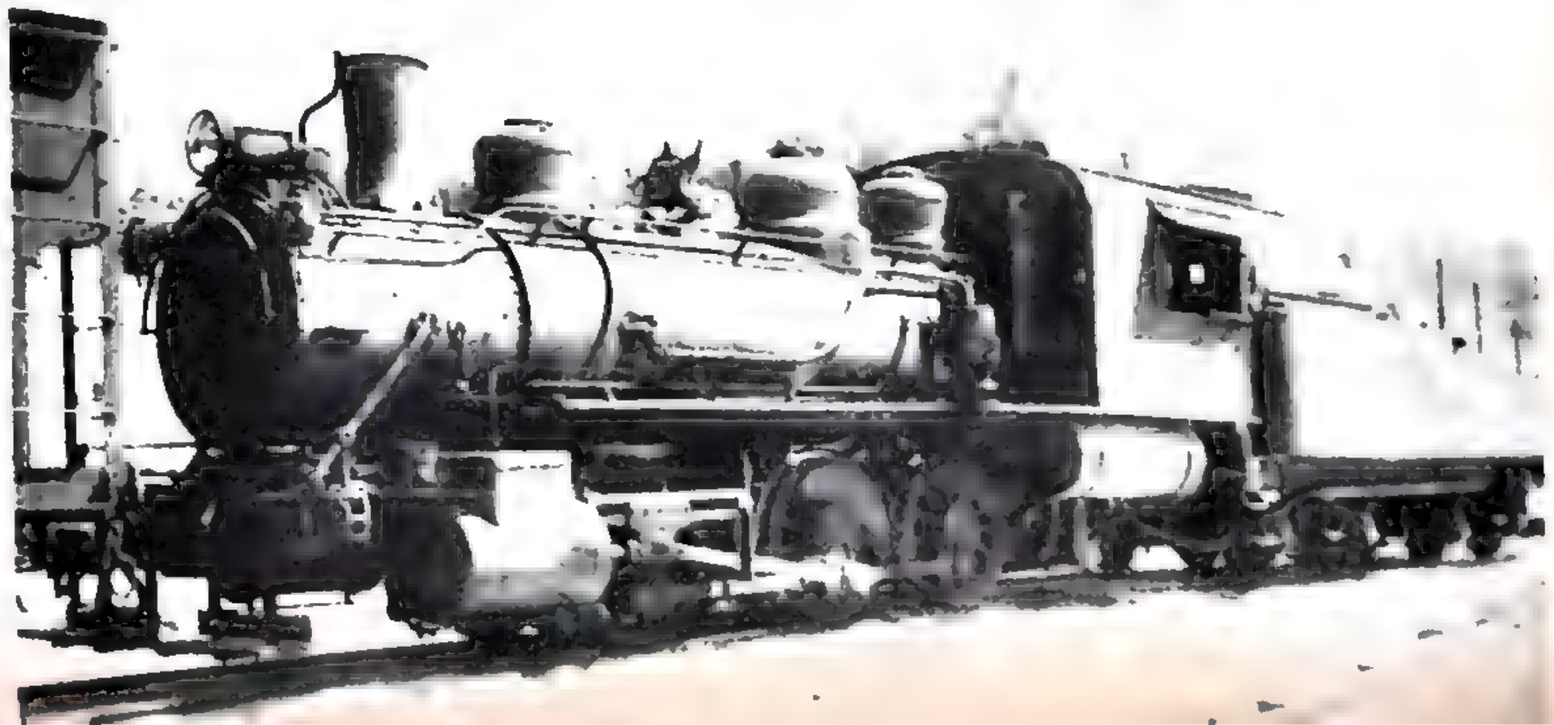
The westbound Thumb

With the news that quite a number of steam locomotives had been invited to participate in Railfair '81, the railfan world was abuzz with all sorts of schedules and "latest revisions" for the UP and SP moves from Cheyenne and Portland, respectively. One of the strangest reports, however, came from the April issue of *High Green*, the publication of the Chesapeake Division of the RRE, which reported: "B&O's Tom Thumb replica left the B&O Museum for the Sacramento Railfair on March 13, under her own power, towing the two Imlay coaches from the B&O Museum collection. Sporting a 'California or Bust' banner across one of the coaches, the little train spent the first night at Frederick Junction, Md., and her crew expects to average between 60 and 70 miles a day in order to arrive in Sacramento by May 2. As this is being written, the Tom Thumb is in the vicinity of Deshler, Ohio, and has encountered no difficulty so far, outside of requiring the



TWO PHOTOS: THOMAS LAWSON JR.

LOUISIANA & PINE BLUFF 45-ton GE No. 35 was working Huttig, Ark., on February 10, 1972; it was sold to the Illinois-Wisconsin Sand Co. of South Beloit, Illinois. No. 27 was the last steam locomotive on the Ludington & Northern and is shown at Ludington on July 6, 1940. Note tender lettering.



assistance of GP40 pushers up Sand Patch grade west of Cumberland."

The report was so convincing that it was picked up as fact and reported in a number of other newsletters whose editors didn't catch on that almost the entire April issue of *High Green* was an April Fools put-on. The report was so widespread that Franklyn Carr of the Chessie System sent out a delightfully eloquent denial of the story, pointing out that the Thumb was, indeed, on its way to Sacramento, but inside a specially-equipped boxcar. Can't you just picture the Thumb dropping down Donner Pass with two red and gray SD40s with dynamics howling cut in between it and the two coaches, though?

E's with a 645

With all of the locomotive rebuildings and repowerings that have taken place in the past decade, one would have almost expected to find an EMD E-unit carrying a 645 power plant in it somewhere. But so far it hasn't happened.

To my way of thinking, there has never been a sound in dieseldom as rich and beautiful as the chant of an E-unit; the two nonturbocharged 12-cylinder 567s combine to provide a sound that is mellow but authoritative. Singly or in multiple, E-units always sounded like the aristocrats of railroading that had the proper breeding to be entrusted with the finest of passenger trains. PA s were elegant novelties whose engines' erratic gurglings and eruptions of smoke seemed as out of place as a belch at the dinner table. Don't get me wrong, I love the PA s, DL109s, Erie-builts, BP20As and the whole bunch and would dearly love to have them back again, but if you've ever heard the *Southern Crescent* leaving Spartanburg or the *Panama* leaving Champaign, you know what I mean.

A 645-powered E-unit would have been an interesting beast, though. With two 12-cylinder 645 engines putting out 1500 h.p. each, this "Super E9" could pack 3000 instead of 2400 h.p. Of course it would undoubtedly require new electrical gear and new traction motors, but given the E-units' record of performance and reliability, they would probably have been very successful units—and even the prewar E6 s were capable of sustained running well over 100 m.p.h.

What would a 645 E-unit sound like? With a little imagination, you can probably hear that today. Just find a pair of SW1500s, MP15s or GP15-1s and tune in. Any of these 1500 h.p. 12-cylinder EMDs in two-unit sets will sound like a single 645 E-unit—I once heard four MP15s together, and they *did* sound like a pair of Es. Who knows, maybe Paducah or Elizabethport will come up with something yet that will prove whether this speculation is right or wrong.

Many thanks

The feature on Railfair '81 in this issue is the result of a two-week trip I made out there in April and May plus the contributions of quite a number of friends and readers. Greg Nazarow supplied the details on the portion of the UP 8444-3985 move I was unable to cover, and, of course, all of the photographers whose work was used added greatly to the depth of the coverage.

I was very impressed with the warm welcome we got wherever we went, and it was a real pleasure to finally put faces with names I've seen written or voices heard over the phone. Dale Sanders and Christ Skow were

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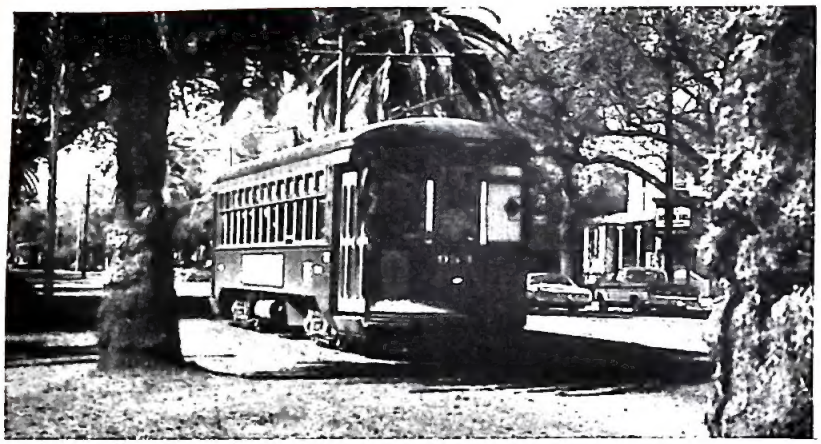

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extremely helpful in keeping me updated with the ever-changing schedules, as were Dick Yager and Jack Wheelihan of the 4449 crew. A special thanks must go to Hal Lewis for some detailed "chaser's" maps and some excellent first-hand photo location advice. Brad Miller of Mobile Fidelity was a great host in providing lodging and a hair-raising trip up and down Cold Stream Canyon in a 4×4, and Karl Koenig of *Pacific News* was generous with his information about the Bear Harbor logging engine and introducing me to his pet 0-6-0, SP 1269.

The "we" mentioned here is not an editorial ploy but refers to Craig Willett, John Gieske and I, who spent the two weeks together and shared the car rental. Even though they slept a lot while I was driving and only got grumpy once—until I promised to go back and tag the McCloud River—one couldn't ask for better company on a "working" trip like this. My thanks go to all who made it a great trip and helped to make the article worthwhile.

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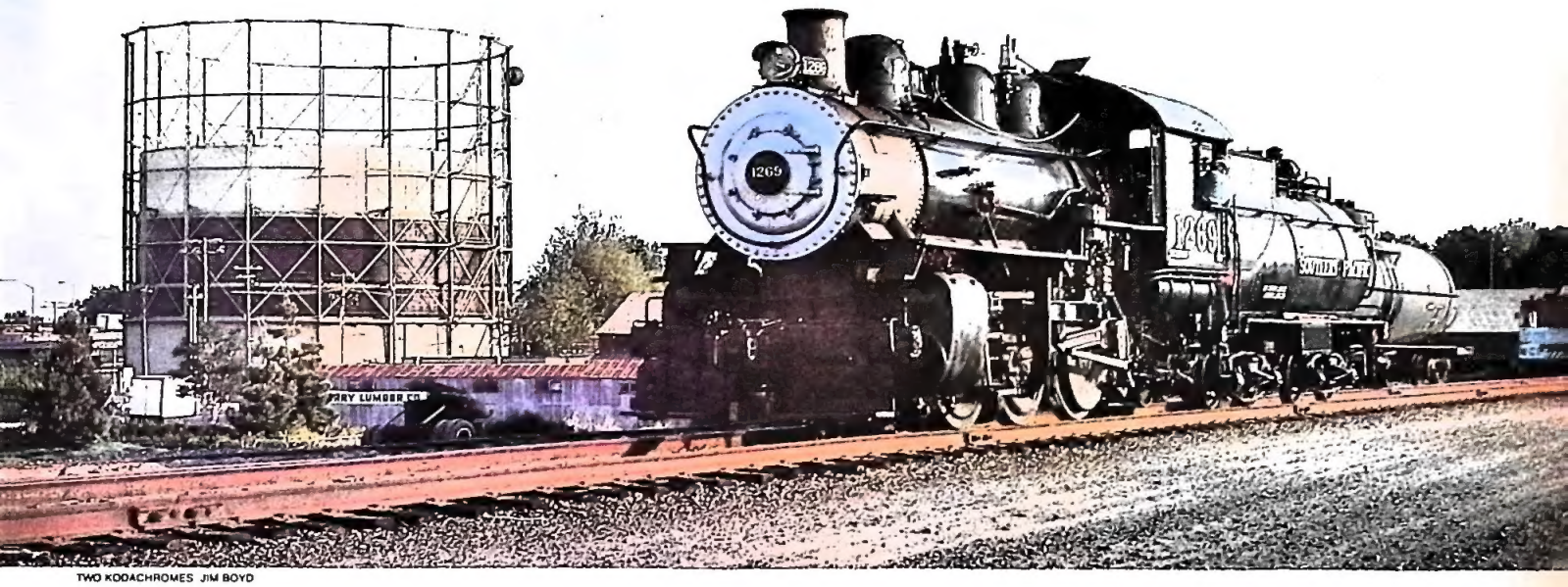


TWO KODACHROMES JIM BOYD

RAILFAIR '81 at Sacramento produced some unexpected sights, such as those which occurred nearly every afternoon when the Challenger was moved from the Old Sacramento display site and backed about a mile south down the levee for servicing. Behind the giant UP engine was SP 0-6-0 1269, beautifully restored by the Pacific Locomotive Association and their Castro Point Ry. at Richmond, California. Built in SP's Sacramento Shops in 1921, the 0-6-0 exercised on about a mile of industrial trackage while the Challenger took on coal. In that workaday setting, the 1269 looked right at home. After displaying in Los Angeles the following week, 4-8-4 4449 also looked right at home heading north through the famous Chatsworth Rocks on May 13 wearing the *Coast Daylight's* number 99 in her indicator boards.

KODACHROME JOHN W. HELD

TRAINING GEAR.

Umbrella—measures 54" wide when open. Available in dark brown/tan letters (#A-04BN) and navy blue/white letters (#A-04BL). **$18.00**

Canvas Duffle—20" x 10". Comes in natural canvas with a choice of dark brown (#A-02BN) or navy blue (#A-02BL) handles and imprint. **$15.00**

Tote Bag—(14" x 14" capacity) in natural canvas with either dark brown (#A-03BN) or navy blue (#A-03BL) handles and design. **$9.50**

Garment Bag—all nylon, 40" long, navy with white logo (#A-01). **$13.50**

T-Shirt—50%/50% blend of cotton/polyester. Adult sizes only, S, M, L, XL available in tan (#A-06BN) or navy (#A-06BL). **$7.50**

Beach Towel—90% cotton and 10% polyester. Measures 36" x 60" (#A-11). **$12.50**

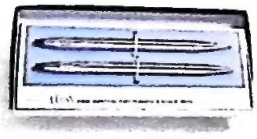
Ski Hat and Scarf Set—100% orlon acrylic, one size fits all (#A-07). **$13.50**

China Cup—10oz. with 2-color Amtrak design, (#A-09), minimum order of 2. **$5.75 each**

Amtrak Posters—four 25" x 40" posters.
Crescent (#A-08CR)
Desert Wind (#A-08DN)
Superliner (#A-08SL)
Amtrak Tours (#A-08AT)
$4.50 each or a set of 4 (#A-08) $14.50

Thermal Mug Set—12 oz. insulated mugs with train designs, (#A-10). **$9.50 a set**

Cross Pen/Pencil Set—Chrome finish with Amtrak emblem on the clip (#A-05). **$23.00**



Flyer Saucer—8¾" in diameter (#A-12). **$2.50**

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